

DECLASSIFIED
E.O. 12958 Sec. 1.1
Project NAAS 928003
By PEL NARA Date 5/10/95

ROUTING SLIP
19ND-705 (REV. 8-49)

PUBLIC WORKS OFFICE
15TH NAVAL DISTRICT

put correspondence in desk.
N detach Route Slip in correspondence.
O change Routing & without notifying mail clerk.
T

DATE RECEIVED **7-25-50**

PWO FILE NO. **NS(18)**

RECEIVED FROM

CO NAVSTA TACOMA

DATE

21 July 1950

ADDRESSED TO

BUSHIPS VIA COMTHIRTEEN

IDENT. NO. FILE NO.

NS(18)70/JCE:fcs N15

SUBJECT

Request for authority & funds to repair piers.

<input type="checkbox"/> LETTER					<input type="checkbox"/> SPEED LETTER					<input type="checkbox"/> DISPATCH					<input type="checkbox"/> CC - INFO ONLY				
Tel.	TO	OUT	CODE	DESTINATION	Tel.	TO	OUT	CODE	DESTINATION	Tel.	TO	OUT	CODE	DESTINATION	Tel.	TO	OUT	CODE	DESTINATION
839	1	✓	D-10	Dist. Pub. Works Officer.....	405			DD-100	Coord., Special Programs.....										
			D-11	Spec. Asst., Dist. P. W. Off.....	406			DD-200	Director, Fire Prot. Div.....										
339	2	✓	D-20	Asst. Dist. Pub. Works Off.....	406			DD-400	Dir., Utilities Proc. Div.....										
237				Special Asst., NRTC.....	857			DD-500	Director, Sanitation Div.....										
237			D-21	Radiological Officer.....	474			DD-700	Director, Automotive Div.....										
237			DB-100	Coord., Design & Constr.....															
408			DB-300	Director, Design Division.....	350			DE-200	Dir., Property Admin. Div.....										
	3	✓	D-12		445			DE-220	Manager, Housing Branch.....										
437			DB-400	Director, Constr. Division.....	444			DE-240	Manager, Surplus Prop. Br.....										
368			DB-410	Manager, Contract Branch.....															
360			DB-420	Manager, Constr. & Insp. Br.....	269			DA-200	Director, Admin. Mgmt. Div.....										
					872			DA-211	Manager, Civ. Pers. Branch.....										
405	A	✓	DC-100	Coord., Maint. & Operations.....	480			DA-220	Manager, Office Serv. Branch.....										
406			DC-200	Director, Maint. Plan. Div.....	872			DA-230	Mgr., Prog. Control Rec. Br.....										
406			DC-300	Director, Inspection Div.....	497			DA-240	Manager, Budget & Finance Br.....										
406			DC-330	Manager, Field Branch.....															
					485			DA-221	Correspondence Files.....										
630				Dist. CB Reserves Officer.....															

ACTION TAKEN BY (DATE)

REPLY DATE (ENTERED BY FILE CLERK)

COMMENTS OR ACTION TAKEN

DECLASSIFIED
E.O. 12958-2, 3
Project: NND 928003
By: SP-1 NANA Date: 5/8/95

ROUTE SLIP
13ND-1949

7-21-50

HEADQUARTERS
THIRTEENTH NAVAL DISTRICT

CONFIDENTIAL

FROM: CO, NavSta, Tacoma
TO: BuShips
Via: Com13

THEIR FILE OR SERIAL No. 135 (10) 70/CE 1180
DATE 7-21-50

OUR FILE No. 11578
DATE REC'D
No. COPIES 3

SUBJECT: Request for authority and funds to repair piers.

TO	Rec'd	Rec'd	Rec'd	Rec'd	Rec'd	REMARKS
Commandant.....						
Chief of Staff.....	1		28			
Staff Secy. & Aide.....						
Chief Clerk.....						
General Inspector.....						
Asst. for Naval Res.....						
Planning.....						
Asst. CofS Pers.....						
Distribution.....						
Civilian Personnel.....						
Training.....						
Welfare.....						
Discipline.....						
Fiscal BuPers Appna.....						
Chaplain.....						
Pass. Trans.....						
Asst. CofS Admin.....						
Legal.....						
Public Info.....						
Records.....						
Pubs. & Prints.....						
Asst. CofS Oper.....						
Intelligence.....						
Sec. & Fire Marshal.....						
Communications.....						
Dist. Marine Off.....						
District Operations.....						
Asst. CofS Logistics.....						
Budget.....						
Material.....						
Supply.....						
Acctg. NSD Seattle.....						
Regional Accts.....						
Navy Accts. Disb.....						
Public Works.....	2	2				
Ordnance.....						
Medical.....						
Dental.....						
A.I.M.....						
NWS, WSF.....						
Comdr. Naval Base.....						
Comdr. PSNS.....						
Comdr. NAB 13ND.....						
C.O., RecSta Seattle.....						
M.S.T.S.....						
Commandant's Files.....						

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ACTION 2 Reply required by:

X Indicates that copy should be furnished
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⊙ Your copy
Numerals indicate order of routing
Numeral in "action" box indicates action officer

In reply please

refer NS(18)70/JOE:fas
N15
Ser 0005

U. S. NAVAL STATION
TACOMA, 2. WASHINGTON

JUL 21 1950

~~AIR MAIL - CONFIDENTIAL~~

From: Commanding Officer, U.S. Naval Station, Tacoma, Washington
To: Chief, Bureau of Ships
Via: Commandant, THIRTEENTH Naval District

Subj: Request for authority and funds to repair piers

Ref: (a) CO NavStaTac restr ltr NS(18)A1-3(2)22 ser 703079 EOS:gt
of 25 Aug 1948 to BuDocks via BuShips
(b) BuDocks Air Mail ltr NS(20)/N15-1/C-211C of 17 Feb 1949 to
CO NavStaTac with cc to BuShips

1. Reference (a) requested authority and funds for (a) replacing worn and deteriorated decking and superstructure; (b) providing additional plank roadways over existing pier decks for safe passage of equipment.

2. Reference (b) disapproved the project requested by reference (a) stating that the policy of ONO was to perform maintenance sufficient for the present usage as berthing of inactive ships only. Reference (b) further advised that if regularly allotted funds were insufficient for replacement of portions of worn decking (item (a) above) a special project should be submitted on a regular quarterly list with proper priority assigned.

3. At the present time the Tacoma Group, Pacific Reserve Fleet is reactivating a ship at this activity and indications are that more ships may be expected to be reactivated here in the near future. In addition to the reactivation of ships MSTB is using the Naval Station, Tacoma as a Port of Embarkation for troops and equipment for the Far East. If present world conditions continue both these activities will probably continue their present use of the piers.

4. The piers are not in condition to adequately serve the purposes for which they are being used. Mobile apparatus cannot be employed as the planks frequently break thru. The planks are not only worn, but considerable deterioration due to rot is evident in the decking and stringers.

5. It is requested that authority to accomplish by station labor be granted and funds in the amount of \$15,000 be provided to replace stringers and deck planking, where necessary, sufficient to furnish adequate facilities for reactivation of ships and loading of MSTB vessels.

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DECLASSIFIED
E.O. 12958 Sec. 3.3
Project: MMB 9280.01
By: PCL NANA Date: 5/1/96

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NS(18)70/JOE:fao
H15
Ser 0005

JUL 21 1950

6. The urgency of the present situation precludes delay of this project until it can be submitted on a regular quarterly list. In order to carry out the activities of the Tacoma Group, Pacific Reserve Fleet and MSTB, funds in the amount of \$5,000 have already been expended on emergency replanking.

T. H. KOBAY

Copy to:
BuDocks

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ROUTE SLIP
13ND-1949 (Rev. 1-56)

HEADQUARTERS
THIRD NAVAL DISTRICT

CONFID

Project NAB 728003

NAVA Date 5/8/56

DATE RECEIVED 20 February 1956

COMMANDANT'S FILE NO. 115

FROM ComTacGru, Pacific Flt	DATE 22 February 1956
TO Com 13 (All 13 DPPO)	THEIR SERIAL OR FILE NUMBER 012

SUBJECT

Comments on reconstruction of Pier 4, Tacoma, Washington

CODE	DESTINATION	RTE.	INIT. & DATE	CODE	DESTINATION	RTE.	INIT. & DATE
00	Commandant		4.5	03	Asst. CofS Operations		4
002	Aide			31	District Operations		
001	Chief of Staff			32	Intelligence		
001A	Staff Secy. & Aide			33	Passive Defense		
001B	Chief Clerk			34	Communications		
003	Deputy CofS for NavKes			34-1B	Custodian		
004	Planning			35	Aerology		
005	Inspector General, 13ND			36	District Marine Officer		
006	Comptroller			37	Comdr., NAB, 13ND (Aviation Matters Officer on Commandant's Staff)		
007	Asst. for Public Infor.			38	Harbor Defense Officer		
01	Asst. CofS Personnel			04	Asst. CofS Logistics		
11	Naval Personnel			41	Material		
12	Civilian Personnel			43	District Supply		
15	Special Services				NSD Seattle		
16	Discipline			44	District Civil Engineer		
18	Chaplain			45	Ordnance		
111	Pass. Trans.			46	Medical		
05	Asst. CofS Admin.			47	Dental		
22	Legal			05	Asst. CofS for Res. & Tra.		
25	Records Management			51	Adm. & Planning		
26	Pubs. & Printing			52	Reserve Programs		
	Public Works Office			53	Training		
	Thirteenth Naval District			54	Delivery Pt. Personnel		
	Bldg. 232, U. S. Naval Station				Comdr., Naval Base		
	Seattle 99, Washington				C.O., NavSta. Seattle		
				60	A.I.M.		
				70	Public Works Officer		
					Commandant's Files		

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3 copies made for DCE per

CODE	REMARKS
00	This sounds pretty convincing to me yes. Is it to be done? Change? By Com 13 per 70-096 Nov 56 Signed by 00 -

ACTION 3

X Indicates that copy should be furnished.
• Indicates that copy has been furnished.
⊕ Your copy.

Copy made for Public Works Officer - Rec'd 3/4/56 E. Thier

Reply Requested by Public Works Officer please see Code.

Numerals in "Action" box indicates action officer.

No. Copies Rec'd 2

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Navy-DPPO 13ND Brem., Wn. (D9)2

DECLASSIFIED
EX-12150-20-13
Project: N.M.D. 7280.01
By: PEL NARA Date 5/6/84

10/agt

HL
Serial: 012

FEB 17 1956

~~CONFIDENTIAL~~

From: Commander Tacoma Group, Pacific Reserve Fleet
To: Commandant THIRTEENTH Naval District (Attn: Public Works Officer)
Subj: Comments on reconstruction of Pier 4, Tacoma, Washington

Ref: (a) District Public Works Officer, 13ND ltr ser 10022 of 13
FEB 56 with COM 13ND 1st and ser 44-10 thereto *En 7071 90476 file*

1. Reference (a) advises, that because of engineering considerations, the estimated cost for the reconstruction of Pier 4 at the Naval Station, Tacoma, will be in the nature of 4 1/2 million dollars and that comments from Tacoma Group, Pacific Reserve Fleet are desired.

2. Pier 4, lies along the Port Industrial waterway, which is continually being improved by the Port Commission of Tacoma, with the idea of providing access for ocean going vessels to a parcel of reclaimed land which has been developed and is being further developed for industrial sites. An oil refinery is currently under construction on this reclaimed land and it can be expected that water borne traffic on the Port Industrial waterway will soon be greater than the occasional small draft vessels which now transit said waterway.

3. In anticipation of this industrial development and at the instance of the Port of Tacoma funds have been provided the U.S. Army Engineers and a call for bids for the additional dredging of Port Industrial Waterway has been issued.

4. In view of all this constructive activity it is very evident that industrialization in this particular area and increasing water borne traffic with vessels of increased size along the Port Industrial Waterway is an actuality.

5. Anticipating that some day industrialization demanding the use by large vessels of Port Industrial Waterway might occur, various studies of the situation and the possible effect on the usefulness of the Naval Station, Tacoma, for use by the Tacoma Group of Pacific Reserve Fleet, have been made.

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FF10/Taco/10/dgb
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6. In connection with these studies, the Port of Tacoma Commission went on record stating that for a period of not less than ten years they will interpose no objection to the berthing of a single ship at each berth from "J" to "N". They further stated that until the channel is open to deep water navigation thru 11th street drawbridge they would interpose no objection to temporary berthing of one CVE at the South "T" Pier, double berthing at "X" North "T" Pier and triple berthing at "M" and "N".

7. In synthesis, the Port of Tacoma is on record as saying that once the Port Industrial Waterway is dredged and open for deep water vessels they will object to the Tacoma Group having more than one vessel in each berth from Berths "J" to "N". It is only prudent to expect that the Corps of Engineers, U.S. Army, who have jurisdiction over this waterway, would sustain the Port of Tacoma in their objections and this would leave only Berths "J" to "N", a total of five, available for berthing ships of Tacoma Group.

8. Thus the expenditure of 2.8 million as originally estimated for the reconstruction of a pier which can accommodate only five ships (this working out to the amount of \$560,000 per ship) was the subject of careful scrutiny.

9. Now that the estimated figure is 4 1/2 million dollars or \$900,000 per ship, Commander Tacoma Group is of the opinion that unless considerations of transcendental import of which he is not aware rule otherwise, such expenditure of Public Funds is contrary to all tenets of sound economy and good management.

10. The Chief of Naval Operations testifying before the House Armed Forces Committee on 18 January 1956 brought up the matter of the Reserve Fleet, and at one juncture stated; "The point has been reached in many types (of ships), where either modernization costs are too great compared to new construction costs, or their structure cannot be modified to employ effectively the latest aircraft, weapons, or advanced equipment".

11. In the face of this testimony, it could well be, that berthing requirements for Tacoma Group vessels would diminish in the foreseeable future. That such may be the trend is indicated by a recent Confidential Notice from CNO placing the AP-74 and all the "9" class carriers berthed at Tacoma Group, excepting the USS BRETON (CVE-23) in category "D", viz., for disposal.

12. Thus Commander Tacoma Group is all the more convinced that an expenditure such as 4 1/2 million dollars for reconstruction of Pier 4 at Naval Station, Tacoma is not justifiable, nor should it be made.

Copy made for
 R.W.O. NS Tacoma 3/23/56

O. K. WILKINSON

End 1 - Com 13 sev 70-09 of 6 Mar 1956

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End 2 - Com West Coast Frontier sev 0142 of 15 Mar 1956

SLIP (REV. 11-55)

DISTRICT PUBLIC WORKS OFFICE
13TH NAVAL DISTRICT

Project No. 7250.03

By: P.E.L. NARA Date: 5/10/95 IAL

(NOY 90476)

NS/Tacoma

RECEIVED 2-16-56	FROM Commander Western Sea Frontier	DATE OF LETTER 15 March 1956
TO Chief of Naval Operations		DPWO FILE NO. 25 Ser 0142
SUBJECT Second Endorsement on COMTACGRU Conf ltr PF10/TACO/10/dgb H1 ser 012 of 17 Feb 1956 U.S. Naval Station, Tacoma; reconstruction of Pier 4		
ENCLOSURES		

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	D-1	2		3/18	Asst. DPWO Constr. & R.E.	DC-100			
Spec. Asst. to DPWO & OICC	D-11				Asst. to ADPWO Constr. & R.E.	DC-101			
Deputy DPWO & OICC	D-20	1		3/19					
Project Management Office	D-30								
					Real Estate Division	DC-200			
					Naval Properties Branch	DC-210			
Administration Division	DA-200	4		3/21					
Personnel Branch	DA-210				Construction Division	DC-300			
Office Services Branch	DA-220				Spec. Asst. Cont. Labor Rel.	DC-301			
Reports & Procedures Br.	DA-230				Contract Branch	DC-310			
Fiscal Branch	DA-240				Construction & Inspection Br.	DC-320			
Surplus Property Branch	DA-260								
					Asst. DPWO Maint. & Oper.	DD-100			
Asst. DPWO Planning & Des.	DB-100	3		3/20	Asst. to ADPWO Maint. & Oper.	DD-101			
Asst. to ADPWO Plan. & Des.	DB-101	3.1		3/20	Spec. Asst. Sanitation	DD-110			
Asst. to ADPWO Plan & Des., A.F.	DB-102				Maintenance Division	DD-200			
Spec. Asst. Fire Protection	DB-110				Maint. Controls Branch	DD-210			
Spec. Asst. Soil Conservation	DB-112				Maint. Plan. & Eval. Sec.	DD-212			
					Facilities Branch	DD-220			
Planning Division	DB-200				Bldgs. & Rel. Struct. Sec.	DD-221			
Passive Defense Branch	DB-210				Grnds. & Grnds. Struct. Sec.	DD-222			
Master Plans Branch	DB-220								
					Transportation Division	DD-300			
Design Division	DB-300				Management Branch	DD-310			
Architectural Branch	DB-310				Records & Reports Branch	DD-320			
Structural Branch	DB-320				Technical Branch	DD-330			
Mechanical Branch	DB-330								
Electrical Branch	DB-340				Utilities Division	DD-400			
Civil Branch	DB-350				Power Gen. & Distr. Branch	DD-410			
Specs. & Estimates Branch	DB-360				Utilities Service Branch	DD-420			
Plan Files & Tech. Rec. Br.	DB-370				Housing Division	DD-500			
					FILES				

REMARKS Rep'd U.S. Mail Registered No. 81567

Navy-DPPO 13ND Brem., Wn. (L17)2

VB-10 This is probably "Tinnio" *AT*
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for PW. 7's Tacoma 3/1/52

ACTION TAKEN	SERIAL NO.	REPLY DUE
RTOD	FILED	DATE
		OTHER

INITIAL TO LEFT OF "CODE" COLUMN FOR
RETURN OF MAIL TO YOU BEFORE FILING.

No 0309 ✓

DECLASSIFIED
E.O. 12958 Sec. 3.3
Project: NND 728003
By: PEL NARA Date 5/28/85
(1) 7

FT15-512A:00

N

Sec

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11 MAR 1956

SHORE ESTABLISHMENT on COMTACOMU com 1tr FT10/TACOM/10/dgb RL ser 012
of 17 Feb 1956

From: Commander Western Sea Frontier
To: Chief of Naval Operations

Subj: U. S. Naval Station, Tacoma; reconstruction of Pier 4

1. Forwarded.

2. Commander Western Sea Frontier concurs in the recommendations contained in the first Enclosure.

Copy to:
JUDOKS
JUSHIPS
ASTINOMAN Seattle
COMTACOMU
NPHO 13ND
COMINTERTEN

*Copy made for
from 23 January 1956*

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DECLASSIFIED
E.O. 12150 Rev. 11
Project: NND 928003
By: PEL NANA Date: 5/10/95

D-10:JRD:ar
NS/Tacoma
Ser 70-09

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6 MAR 1956

FIRST ENDORSEMENT on COMTAGRU conf ltr FF10/TACO/10/dgb HI
ser 012 of 17 Feb 1956

From: Commandant, Thirteenth Naval District
To: Chief of Naval Operations
Via: Commander, Western Sea Frontier

Subj: U. S. Naval Station, Tacoma; reconstruction of Pier 4

Encl: (1) Aerial photograph from a brochure of the Tacoma
Port Commission showing Port Industrial area to be
developed
(2) USN aerial photograph showing Naval Station Tacoma
environs

1. Readdressed and forwarded. The Commandant does not consider
that the increased cost of reconstructing this pier is justified
at the present time. He recommends that the pier be repaired
only to the minimum extent necessary to provide services and
security to the vessels presently alongside.

2. When the project for reconstruction of this pier was initiated
the Port Industrial Waterway was a backwater and it seemed that
the aircraft carriers moored alongside Pier 4 and the two TAC
piers at the south end of the Station, as shown on the enclosure
could be left there indefinitely without interfering with anyone
However, early in 1955 development of the Port Industrial area
and of the Port Industrial Waterway was pushed aggressively by
the Tacoma community. A concentrated drive was made to expedite
the dredging of the existing Waterway, and to extend it through
what is now marsh land, permitting sea-going vessels to reach
inland industrial sites yet to be developed. One major activity
in this area will be a 10 million dollar oil refinery on which
work has already started. Development of this Port Industrial
area will inevitably mean that deepwater freighters and large
tankers will be passing through the waterway adjacent to Pier 4
in steadily increasing numbers.

3. Some idea of this industrial development may be had from the
attached photographs. The picture shows 15 light carriers moored
at the Naval Station at the edge of the waterway, - some of them

001	Chief of Staff
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01	ACS for Pers
11	Naval Pers
	Civilian Pers
12	Training
13	Del. Pt. Pers
15	Special Services
16	Discipline
	Chaplain
	Passenger Trans.
	ACS for Admin.
22	Legal
25	Records
26	Pub. & Print.
	Dist. Oper.
	Intelligence
	City
	Marshal
	Communication
	Aerology
	Marine OI
	Aviation Mater.
	Harbor Defense
	ACS Logistics
	Material
	Dist. Supply
	NADO
	Dist. Civ. Eng.
45	Ordnance
46	Medical
	Mental
	Work

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3

Indicate originator by
ENCIRCLING title &
name in RED.

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E.O. 12958 Rev. 11/83

Project NND 728003

By: PCL Date: 5/14/85

D-10:JRD:ET
NS/Tacoma
Ser 70-09

1 MAR 1956

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at Pier 4 and others of the Tee piers. It will be seen that they tend to block the free passage of ships through the Waterway.

4. In April 1955 the Port Commission of Tacoma, in a letter to the Commandant, stated that they would make no objection, for a period of 10 years, to the permanent mooring of a single ship at each of the five berths along Pier 4. The question of whether additional ships might be moored outboard of these was left as a matter to be settled when the volume of traffic in the Waterway has become so great that the outboard ships will present a hazard. In May 1955 the District Engineer, Seattle District, Corps of Engineers, offered the opinion that a single line of ships along Pier 4 could not be interpreted as a hazard to navigation in the Waterway. Here again the question of mooring additional ships outboard was left to be settled in the future. It seems quite clear that the long-range usefulness of Pier 4 for the mooring of large ships of the Reserve Fleet will be limited to five single berths and no more;—that the mooring of additional ships of this type will be open to objection by the shipping interests and the Port Commission, and is questioned by the U. S. Engineers who exercise control of the Waterway. In view of this fact, the Commandant shares the view of the Commander, Tacoma Group, Pacific Reserve Fleet, that the expenditure of some 4½ millions of dollars for the permanent mooring of five ships is not warranted.

5. Original plans for reconstructing Pier 4 were based on the assumption that the mobilization mission of the Naval Station would be the construction of destroyer escort vessels, so that the existing 28 feet of depth alongside Pier 4 would be more than enough. The latest planning for this shipyard now contemplates the building of large aircraft carriers having a draft, when commissioned, of almost 30 feet. Considering that the tidal range of the Port Industrial Waterway involves tide levels as low as minus 4, it is apparent that a minimum dredged depth of 36 feet must be anticipated.

6. In the originally planned rebuilding of Pier 4, two types of construction would be involved. The outboard half of the pier would be of conventional framed construction in concrete. To reduce the cost, the inboard half would be of earth fill held in place by a retaining wall running under the pier for its full length. For several months an extensive analysis of the soils underlying Pier 4 has been carried on to provide basic data for the design

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011	Naval Pers
012	Civilian Pers
013	Training
014	Ship Del.Pt.Pers
015	Special Services
016	Discipline
017	Chaplain
018	Passenger Trans.
019	WCS for Admin.
020	Records
021	Pub. & Print.
022	ACS Oper.
023	Dist. Oper.
024	Intelligence
025	Security
026	Fire Marshal
027	Communications
028	Dist. Marine Off.
029	Range Matters
030	Harbor Defense
031	ACS Logistics
032	Material
033	Dist. Supply
034	NAACP
035	Engr.
036	Medical
037	Dental
038	Public Works

Indicate originator by
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name in RED

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Project MND 728003
By REL NARA Date 3/1/56

D-10:JRD:ar
NS/Tacoma
Ser 70-09

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of the reconstructed pier. This soil research, which has involved extensive laboratory work, has shown a serious lack of stability in the earth under the pier. This is so serious that if the channel is deepened the weight of the solid fill under the portion of the pier will tend to move the earth structure comprising the piling which supports the framed outboard section. deepening of the channel by dredging will tend to make this situation even worse.

7. This instability can only be corrected by reducing the amount of solid fill. This can only be done by increasing the width of the framed portion of the pier, and this in turn leads to higher cost.

8. It is important to consider the mobilization requirement this pier in the fitting out of new ships. One of the first steps in the mobilization mission of the Station is to tear out the existing building-ways and reconstruct them. Like Pier 4 the building-ways have suffered seriously from age and decay. they must be completely replaced before any ships can be built inasmuch as Pier 4 would not be needed as a commissioning pier until some ships had actually been launched, its reconstruction in timber could follow close upon or proceed simultaneously with the reconstruction of the building-ways. It would seem, therefore, that the mobilization requirement for this pier does not demand its complete reconstruction on a permanent basis at the present time.

001A	Staff Secy.
002	Asst. Dir. Coord.
003	Asst. Dir. Insp.
004	Asst. Dir. Legal
005	Asst. Dir. Pers.
006	Asst. Dir. Public Info
007	Asst. Dir. Rec. Mgmt.
008	Asst. Dir. Training
009	Asst. Dir. Ship Del. Pt. Pers.
010	Asst. Dir. Special Services
011	Asst. Dir. Discipline
012	Asst. Dir. Chaplain
013	Asst. Dir. Passenger Trans.
014	Asst. Dir. Legal
015	Asst. Dir. Records
016	Asst. Dir. Insp.
017	Asst. Dir. Oper.
018	Asst. Dir. Intelligence
019	Asst. Dir. Security
020	Asst. Dir. Fire Marshal
021	Asst. Dir. Communications
022	Asst. Dir. Aerology
023	Asst. Dir. Dist. Marine Off.
024	Asst. Dir. Aviation Matters
025	Asst. Dir. Harbor Defense
026	Asst. Dir. Material
027	Asst. Dir. Dist. Supply
028	Asst. Dir. NADO
029	Asst. Dir. Dist. Civ. Eng.
030	Asst. Dir. Ordnance
031	Asst. Dir. Medical
032	Asst. Dir. Dental

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See Navy 70 576 for
add'l info

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Project - MMO 9280.03

By PEL 11444 5/10/56

ENTIAL

DISTRICT PUBLIC WORKS OFFICE
13TH NAVAL DISTRICT

copy rec'd 2-23-56

DATE RECEIVED 2-21-56	FROM ComTacoma Group, Pacific Reserve Fleet	DATE OF LETTER 17 Feb 1956
TO Com13 (Attn: DPWO)		DPWO FILE NO. NS/Tacoma/H/ - NOY 90476
SUBJECT Comments on reconstruction of Pier 4, Tacoma, Washington		Serial: 012

ENCLOSURES

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	D-10	1	HAS SEEN		Asst. DPWO Constr. & R.E.	DC-100			
Spec. Asst. to DPWO & OICC	D-11				Asst. to ADPWO Constr. & R.E.	DC-101A			
Deputy DPWO & OICC	D-20	2		4/23	Asst. to ADPWO Constr. & R.E.	DC-101B			
Project Management Office	D-30								
					Real Estate Division	DC-200			
					Naval Properties Branch	DC-210			
Administration Division	DA-200	4		4/24	Construction Division	DC-300			
Personnel Branch	DA-210				Spec. Asst. Cont. Labor Rel.	DC-301			
Office Services Branch	DA-220				Contract Branch	DC-310			
Reports & Procedures Br.	DA-230	4.2		3/21	Construction & Inspection Br.	DC-320			
Fiscal Branch	DA-240	4.1		4/24					
Surplus Property Branch	DA-250								
					Asst. DPWO Maint. & Oper.	DD-100			
Asst. DPWO Planning & Des.	DB-100	3		3/21	Asst. to ADPWO Maint. & Oper.	DD-101			
Asst. to ADPWO Plan. & Des.	DB-101	3.1		3/21	Spec. Asst. Sanitation	DD-110			
Spec. Asst. Fire Protection	DB-110				Maintenance Division	DD-200			
Spec. Asst. Soil Conservation	DB-112				Maint. Controls Branch	DD-210			
					Maint. Plan. & Eval. Sec.	DD-212			
					Facilities Branch	DD-220			
Planning Division	DB-200				Bldgs. & Hl. Struct. Sec.	DD-221			
Passive Defense Branch	DB-210				Grnds. & Grnds. Struct. Sec.	DD-222			
Master Plans Branch	DB-220								
					Transportation Division	DD-300			
Design Division	DB-300				Management Branch	DD-310			
Architectural Branch	DB-310				Records & Reports Branch	DD-320			
Structural Branch	DB-320				Technical Branch	DD-330			
Mechanical Branch	DB-330								
Electrical Branch	DB-340				Utilities Division	DD-400			
Civil Branch	DB-350				Power Gen. & Distr. Branch	DD-410			
Specs. & Estimates Branch	DB-360				Utilities Service Branch	DD-420			
Plan Files & Tech. Rec. Br.	DB-370				Housing Division	DD-500			
					FILES				

Navy-DPPO 13ND Brem., Wa. (L1)

REMARKS Rec'd by hand per Capt. Davis
Com13 copy delivered to Capt. Davis 2/23/56

Com 13 1st send to CNO via Com11 via Sen from

ACTION TAKEN 2-21-56 H. D. G. (S) Registrar	SERIAL NO. 70-09	REPLY DUE DATE 6 Mar 1956
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Project NNN 728003

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FIFTH NAVAL DISTRICT

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FROM

DATE _____

TO

THEIR SERIAL OR FILE NUMBER

SUBJECT

CODE	DESTINATION	RTE.	INIT. & DATE	CODE	DESTINATION	RTE.	INIT. & DATE
				03	Asst. CofS Operations		
00	Commandant			31	District Operations		
002	Alde			32	Intelligence		
001	Chief of Staff			33	Passive Defense		
001A	Staff Secy. & Alde			34	Communications		
001B	Chief Clerk			34-1B	Custodian		
003	Deputy CofS for NavRes			35	Aerology		
004	Planning			36	District Marine Officer		
005	Inspector General, 13ND			37	Comdr., NAB, 13ND (Aviation Matters Officer on Commandant's Staff)		
006	Comptroller			38	Harbor Defense Officer		
007	Asst. for Public Infor.						
01	Asst. CofS Personnel			04	Asst. CofS Logistics		
11	Naval Personnel			41	Material		
12	Civilian Personnel			43	District Supply		
15	Special Services				NSD Seattle		
16	Discipline			44	District Civil Engineer		
18	Chaplain			45	Ordnance		
114	Pass. Trans.			46	Medical		
02	Asst. CofS Admin.			47	Dental		
22	Legal			05	Asst. CofS for Res. & Tra.		
25	Records Management			51	Adm. & Planning		
26	Puba. & Printing			52	Reserve Programs		
				53	Training		
				54	Delivery Pt. Personnel		
					Comdr., Naval Base		
					C.O., NavSta. Seattle		
				60	A.I.M.		
				70	Public Works Officer		
					Commandant's Files		

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REMARKS

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DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

Op-442C/j1
Ser 0508P44

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

14 MAY 1956

From: Chief of Naval Operations
To: Commandant THIRTEENTH Naval District

Subj: U. S. Naval Station, Tacoma, Washington; reconstruction of Pier 4

Ref: (a) COMTACOGROUPACRESFLT conf ltr FF10/TACO/10/dgb H1 ser 012 of
17 Feb 1956 w/end,

1. Reference (a) and COMTHIRTEEN first endorsement thereto point out that the reconstruction of Pier 4 at the U. S. Naval Station, Tacoma is not advisable at this time due to the following circumstances:

a. Many of the ships berthed at Pier 4 will probably be disposed of in the next few years.

b. Continued use of Pier 4 at its current berthing density is incompatible with Tacoma Port Commission's plans for waterway expansion.

c. The real requirement for a reconstructed Pier 4 will not come into being until the adjacent buildingways are rebuilt upon mobilization. Pier 4 could be reconstructed simultaneously with the rebuilding of the ways.

d. The actual cost of rebuilding Pier 4 will exceed original project estimates by 1.7 million dollars, the cost per berth for each ship which can ultimately be berthed at the Pier is unacceptably high.

2. In view of the foregoing, the Chief of Naval Operations concurs that the project to rebuild Pier 4 at this time should be abandoned. By copy of this letter, the Chief, Bureau of Yards and Docks is requested to withdraw project No. NST-405 from Fiscal Year 1956 Public Works Program, Reconstruct Pier 4.

3. Pier 4 should continue to be maintained at a level adequate to meet the needs of the Tacoma Group, Pacific Reserve Fleet.

Copy to:
BUDOCKS
COMWESTSEAFRON
COMPACRESFLT
CO NAVSTA TACO
COMTACOGROUPACRESFLT
Op-40
Op-43

E. D. McKinney
E. D. McKinney
By direction

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

SLIP
55 (Rev. 8-56)

TRICT PUBLIC WORKS OFFICE
15TH NAVAL DISTRICT

MAD 728003

PEL NARA 11516 5/18/85 NTIAL

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FROM
ComPacReaFlt

DATE OF LETTER
17 Dec 1956

DPWO FILE NO.
0252

Com13

SUBJECT Special Project R2-57, Reconstruction Inshore Bulkhead and Portions of Pier 2,
U.S. Naval Station, Tacoma, Washington; submittal of

ENCLOSURES

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	DA-10	1	12/14/56		Asst. DPWO Construction	DC-100			
Spec. Asst. to DPWO & OICC	DA-11	1			Asst. to ADPWO Construction	DC-101			
Deputy DPWO & OICC	DA-20	1	12/14/56		Construction Division	DC-300			
Project Management Office	DA-31	2	12/14/56		Spec. Asst. Cent. Labor Rel.	DC-301			
Council					Contract Branch	DC-310			
Spec. Asst. for NRTC's					Construction & Inspection Br.	DC-320			
Administration Division	DA-300	3	12/14/56		Asst. DPWO Maint. & Oper.	DD-100			
Personnel Branch	DA-310				Asst. to ADPWO Maint. & Oper.	DD-101			
Office Services Branch	DA-320				Spec. Asst. Sanitation	DD-110			
Reports & Procedures Br.	DA-330				Maintenance Division	DD-200			
Fiscal Branch	DA-340				Maint. Controls Branch	DD-210			
Surplus Property Branch	DA-350				Maint. Plan. & Eval. Sec.	DD-212			
Asst. DPWO Planning & Des.	DB-100				Facilities Branch	DD-220			
Asst. to ADPWO Plan. & Des.	DB-101				Bldgs. & Rel. Struct. Sec.	DD-221			
Spec. Asst. Fire Protection	DB-110				Grnds. & Grnds. Struct. Sec.	DD-222			
Spec. Asst. Soil Conservation	DB-112				Transportation Division	DD-300			
Planning Division	DB-200				Management Branch	DD-310			
Passive Defense Branch	DB-210				Records & Reports Branch	DD-320			
Master Plans Branch	DB-220				Technical Branch	DD-330			
Design Division	DB-300				Utilities Division	DD-400			
Architectural Branch	DB-310				Pewer Gen. & Distr. Branch	DD-410			
Structural Branch	DB-320				Utilities Service Branch	DD-420			
Mechanical Branch	DB-330				Housing Division	DD-500			
Electrical Branch	DB-340				Real Estate Division	DC-200			
Civil Branch	DB-350				Naval Properties Branch	DC-210			
Specs. & Estimates Branch	DB-360								
Plan. Files & Tech. Rec. Br.	DB-370								
					FILES				

REMARKS

Rec'd U.S. MAIL REGISTERED NO. N-56134

NAVY-DPPO 10ND Brm. Wn. (L17)3

#4d indicates that the present mooring platforms with catwalk access to the vessels will suffice for Res Flt requirements. Thus the bulkhead should be a War 8th requirement (permanent) and the catwalks for Res Flt requirements (temporary).

ACTION TAKEN

RTOD

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HEADQUARTERS
PACIFIC RESERVE FLEET
TREASURE ISLAND
SAN FRANCISCO, CALIFORNIA

(3-se)
FF9-17/1115
Ser 0252

17 December 1956

~~CONFIDENTIAL~~

From: Commander, Pacific Reserve Fleet
To: Commandant, Thirteenth Naval District

Subj: Special Project R2-57, Reconstruction Inshore Bulkhead and Portions of Pier 4, U. S. Naval Station, Tacoma, Washington; submittal of

Ref: (a) COMB3ND Conf ltr ser 44-06 of 11 Dec 1956
(b) COMNAVSTA TACO ltr ser 3674 of 10 Sep 1956 with first endorsement thereto 11-775/...

1. Reference (a) requested comment from COMBACRESFLT on the project for reconstruction of Pier 4 at the Naval Station Tacoma, as proposed in reference (b).

2. COMBACRESFLT considers that essential minimum repairs to Pier 4 must be made to maintain the pier in a usable state as a berthing site for Tacoma Group, Pacific Reserve Fleet ships.

3. In connection herewith, it is anticipated that five of the thirteen ships presently berthed at Pier 4 and the two Tee piers will be disposed of by 1 July 1957, leaving eight ships of which three must be relocated either at Pier 3 or in berths at Pier 1 or Pier 2 when the Port Industrial Waterway is opened to deep water navigation about one year hence. At this time five ships (one each at berths J, K, L, M and N) will remain at Pier 4, and Tacoma Group berthing will be filled to capacity.

4. Need for future PACRESFLT berthing at Pier 4 cannot be determined by COMBACRESFLT. Answers to the questions posed in paragraph 5 of the first endorsement of reference (b) cannot be arrived at with exactness or certainty. However, COMBACRESFLT opinion is as follows on some of these questions:

a. Tacoma Group ships are in great part CVE types, and it is considered that few if any of these ships will be retained in the Reserve Fleet for the estimated 30 year life of a new pier structure. Disposal of five or more additional CVE's will permit berthing of remaining TACOGRU ships without using Pier 4 or the two Tee piers.

~~CONFIDENTIAL~~

DECLASSIFIED
E.O. 12958 Sec. 3.3
Project: MAB 928003
By: PEL NANA Date 5/18/95

(3-se)
FF9-1/M15

~~CONFIDENTIAL~~

b. and c. COMFACRESFLT has no opinion on these two questions.

d. If the ships were berthed elsewhere, excessive costs would be generated to provide berthing, services, etc. Repair of the present pier is considered the cheapest alternative. In view of comments under subparagraph a. above, it is believed that pier repairs should be made on a relatively short term basis as opposed to a 30 year basis in order to hold costs to a minimum. PACRESFLT minimum requirement for berthing at Pier 4 is at least individual access to each of the five berths, but not necessarily a long continuous bulkhead type pier as presently proposed.

W. M. CALLAGHAN

Copy to:

CNO

BUCHIPS

BUPOCKS

ASTINOMAN SEATTLE

NAVSTA TACO

DPMO 13ND

COMHACGRU

AUTHENTICATED:

W. R. GARDNER,
Staff Secretary

~~CONFIDENTIAL~~

7-100
32/Tacoma
Bar 41-068

11 Dec 1956

~~CONFIDENTIAL~~

FROM: Commander, Thirteenth Naval District
To: Commander, Pacific Reserve Fleet
Commander, Tacon Group, Pacific Reserve Fleet

Subj: Special Project 13-57, Reconstruction of the Bulkhead and Portion of Pier A, U. S. Naval Station, Tacoma, Washington, submitted of

Ref: (a) CO NAVSTA Tacoma ltr NM 10/07/44 re L-2 war dock of 10 May 1946 to BUREAU with 10-1351 ltr and. -10-1351/12-1/44/Tacoma on 10/12 of 3 Dec 1946

Encl: (1) CONTRACT AGREEMENT ltr 11/1/Tacoma/10/44 re 012 of 17 Feb 1946 to BUREAU. (2) BUREAU ltr 10/11/44 re 10-1351/12-1/44 of 27 May 1946 to 10-1351

1. Commander, Pacific Reserve Fleet, and Commander, Tacon Group, are requested to comment on the project for reconstruction of Pier A at the Naval Station, Tacoma, as proposed in reference (a). In the light of paragraph 11 of enclosure (1), particular comments are desired on the questions posed in paragraph 5 of the first enclosure of reference (a).

2. It is noted that the \$1,300,000 estimate of cost is about 10 percent of the \$13,700,000 estimate of cost for a permanent pier rejected by enclosure (2).

3. This letter is unclassified along enclosure (1) in removal.

A.M. Blodsoe

Copy to:
CMA (less encls)
BUREAU (less encls)
BUREAU (less encls)
ASST. ASST. (less encl (1))
NAVSTA Tacoma (less encl (2))
CMA 13-1 (less encls)

Tacoma (Unclamped)

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ROUTING SLIP
13ND-705 (Rev. 8-56)DISTRICT PUBLIC WORKS OFF
13TH NAVAL DISTRICTE.O. 12812-2
Project: NND 725003

By: PE LARA Date: 5/4/54 TIAL

NS/TACOMA

DATE RECEIVED 2-28-57	FROM Commandant, 13ND	DATE OF LETTER 27 Feb 1957
TO Commander, Pacific Reserve Fleet		DPWO FILE NO. Ser 03/44
SUBJECT Special Project R2-57, Reconstruction Inshore Bulkhead and Portions of Pier 4, U.S. Naval Station, Tacoma, Washington		

ENCLOSURES (1) Copy of Coml 3 2nd end. Code 44 ser 02/44 of 26 Feb 1957 on NAVSTA Tacoma ltr
NS(18)07/HCS:vw L-1 ser 3674 of 10 Sep 1957

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	D-10	6		3/2	Asst. DPWO Construction	DC-100			
Spec. Asst. to DPWO & OICC	D-11				Asst. to ADPWO Construction	DC-101			
Deputy DPWO & OICC	D-20	5		3/3					
Project Management Office	D-30	2		3/3	Construction Division	DC-300			
	D-31	1		3/3	Spec. Asst. Cont. Labor Rel.	DC-301			
Council					Contract Branch	DC-310			
Spec. Asst. for NRTC's					Construction & Inspection Br.	DC-320			
Administration Division	DA-200	3		3/1					
Personnel Branch	DA-210				Asst. DPWO Maint. & Oper.	DD-100			
Office Services Branch	DA-220				Asst. to ADPWO Maint. & Oper.	DD-101			
Reports & Procedures Br.	DA-230				Spec. Asst. Sanitation	DD-110			
Fiscal Branch	DA-240				Maintenance Division	DD-200			
Surplus Property Branch	DA-250				Maint. Controls Branch	DD-210			
					Maint. Plan. & Eval. Sec.	DD-212			
Asst. DPWO Planning & Des.	DB-100				Facilities Branch	DD-220			
Asst. to ADPWO Plan. & Des.	DB-101				Bldg. & Rel. Struct. Sec.	DD-221			
Spec. Asst. Fire Protection	DB-110				Grnds. & Grnds. Struct. Sec.	DD-222			
Spec. Asst. Soil Conservation	DB-112								
					Transportation Division	DD-300			
Planning Division	DB-200				Management Branch	DD-310			
Passive Defense Branch	DB-210				Records & Reports Branch	DD-320			
Master Plans Branch	DB-220				Technical Branch	DD-330			
Design Division	DB-300	4		3-7	Utilities Division	DD-400			
Architectural Branch	DB-310				Power Gen. & Distr. Branch	DD-410			
Structural Branch	DB-320			3/3	Utilities Service Branch	DD-420			
Mechanical Branch	DB-330				Housing Division	DD-500			
Electrical Branch	DB-340								
Civil Branch	DB-350				Real Estate Division	DC-300			
Specs. & Estimates Branch	DB-360				Naval Properties Branch	DC-210			
Plan Files & Tech. Rec. Br.	DB-370								
					FILES				

REMARKS

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Code 44
F&Fiev
NS/Tacoma
Ser 03/44

FEB 27 1957

~~CONFIDENTIAL~~

From: Commandant, Thirteenth Naval District
To: Commander, Pacific Reserve Fleet

Subj: Special Project R2-57, Reconstruction Inshore Bulkhead and Portions of Pier 4, U. S. Naval Station, Tacoma, Washington

Ref: (a) COMNAVSTA ltr (3-cc) P-9-1/NIS ser 0252 of 17 Dec 1956 to COMNAVSTA

Incl: (1) Copy of COMNAVSTA 2nd end. Code 44 F&Fiev NS/Tacoma ser 02/44 of 26 Feb 1957 on CC NAVSTA Tacoma ltr NS(16)07/NS:vw 1-1 ser 3674 of 10 Sep 1956 *Alto. 1-1*

1. In paragraph 4.4. of reference (a) it is noted that if disposal of five or more additional SYR's, beyond those now scheduled, were accomplished, it would permit berthing of the remaining Tacoma Group ships without using Pier 4 or the two Tee piers. Enclosure (1) is forwarded showing the Commandant's recommendations for repair of the pier at the Naval Station, Tacoma.

2. In view of the cost of repairing Pier 4 for only five ships at a cost of \$1,350,000, or \$270,000 per berth, it is requested that the Commander, Pacific Reserve Fleet, review the assignment of ships to the Tacoma Group and determine if it will be possible at a reasonable cost to eliminate enough ships from the Group so that Pier 4 will not be needed.

R. E. PALMER
Captain, U. S. Navy
Acting

Copy to:
COMNAVSTA PACFLT
CC NAVSTA Tacoma
APPD 13ND

~~CONFIDENTIAL~~

DECLASSIFIED
E.O. 12958 Rev. 10
Project: NMB 9280.03
By: PCL NARA Date: 5/10/95

Code 11
YAF:ev
H6/Tacoma
Ser 07/11

FEB 26 1957

RECEIVED 11 FEB 27 on CO NAVSTA Tacoma Ltr 55(18)07/4 Cive L-1
Ser 3674 of 10 Sep 1956 11-1/75/2 annex

From: Commandant, Thirteenth Naval District
To: Chief, Bureau of Yards and Docks

Subj: Special Project H2-57, Reconstruction Inshore Bulkhead and
Portions of Pier 4, U. S. Naval Station, Tacoma, Washington;
submission of

Ref: (6) COMNAVSTA Ltr (3-55) 119-1/115 Ser 0722 of 17 Dec 1956
to COMNAVSTA (copy to SUPERVISOR)

Incl: (3) Copy of COMNAVSTA Ltr (3-55) 119-1/26 Ser 07 of
2 Jan 1957 to CNO attached

1. Forwarded. Submission of this project has been delayed awaiting a decision, requested of the Chief of Naval Operations by enclosure (3), on the proposal for leasing of a portion of the U. S. Naval Industrial Reserve Shipyard, Tacoma, for shipbuilding purposes. As of this date no information has been received and further delay is inadvisable. If the shipyard is to be leased it is expected that a review of the project submitted by the basic letter will be required.

2. On receipt of the proposed pier repair project, an expression of opinion on the continued need of berthing was requested from the Commander, Pacific Reserve Fleet, and by reference (d) it was stated that the disposal of five or more additional CVE's beyond those now scheduled would permit berthing of the remaining Tacoma Group ships without using Pier 4 or the two T-type piers, and it was further stated that repairs to the pier should be held to a minimum and made on the basis of a relatively short period as opposed to a 30-year basis.

3. The Port of Tacoma is endeavoring to have the Port Industrial waterway opened up and as soon as any appreciable amount of traffic uses the Industrial waterway the berthing spaces for carriers will be reduced to five. In reference (d) COMNAVSTA gave about one year as the time when the spaces would be reduced. It is not expected that carriers can be berthed at the T-type piers. Thus, in considering the cost of the pier repair, only five carrier berths are certain.

4. The Commandant notes that the project is divided into two items, replacement of the bulkhead, including roadway and some utilities,

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DECLASSIFIED
NO. 12-158 Rev. 3-3
Project: <u>MMO 7280.03</u>
By: <u>PEL</u> NARA Date <u>5/6/85</u>

~~CONFIDENTIAL~~

Code 11
 11/11/11
 11/11/11
 Ser 02/11

and the other two, reconstruction of Pier No. 1. It is also noted in the first endorsement that the British Public Works Officer estimates that the present foundation piles, mooring bollards, and bit foundations have a life expectancy of between five and ten years. It is noted that the pier repair is estimated by the Commandant to be \$1,150,000, or \$270,000 per berth based on five berths.

5. The Commandant concurs with the British statement in the first endorsement that sheet steel piling is more desirable than the concrete proposed for the bulkhead replacement. It is also desirable to replace the mooring bollards and foundations using concrete piles; that the Navy would do well in any pier reconstruction to build on the pierhead line rather than the present line fifteen feet outside the pierhead line, which line is in use under a revocable permit.

6. The Commandant notes that the total estimated cost reported in the first endorsement is \$1,900,000 for a repair which will last thirty years. This is about 40% of the cost of permanent conversion previously proposed at \$4,700,000. The permanent project, unable in mobilization, was rejected on account of high cost.

7. By reference (d) COMNAVSTAFLT stated if ships were berthed elsewhere, unexcused costs would be generated to provide berthing and services, but gave no estimate of cost.

8. By separate correspondence COMNAVSTAFLT is being requested to review the necessity for the use of Pier 1 for berthing.

9. In view of the above, the Commandant recommends:

a. That the bulkhead be replaced at an estimated cost of \$550,000.

b. That the repair to the pier proper be deferred until a determination of the need for continued use of Pier 1 is made.

A. M. BLEDSOE

Copy to:

- CEC (w/o encl (3))
- BUAFL (w/o encl (3))
- COMNAVSTAFLT (w/o encl (3))
- COMNAVSTA PACFLT (w/o encl (3))
- ADMIRAL Beattie (w/o encl (3))
- US NAVSTA Tacoma (w/o encl (3))
- OPNO 134 (w/o encl (3))

~~CONFIDENTIAL~~

DECLASSIFIED	
E.O. 12958, Sec. 1.2	
Project	MAA-7280.03
By	PERL NARA Unit 5/10/95

HE DQU. RTES
PACIFIC RESERVE FLEET
S.N. FRANCISCO, CALIFORNIA

(3-57)
FF9-1/84
Ser: 07

~~CONFIDENTIAL~~

9 JANUARY 1957

From: Commander, Pacific Reserve Fleet
To: Chief of Naval Operations

Subj: U. S. Naval Industrial Shipyard, Tacoma, partial leasing of for shipbuilding purposes; information on

Ref: (a) COMPACRESFLT Conf ltr ser 0252 of 17 Dec 1956 *ny/Person*
(b) CNO ltr Op43R/rjh ser 0696P43B of 20 Sep 1956 *ny/Person*

Encl: (1) AIM Seattle ltr ser 2105-3291 of 12 Dec 1956 with enclosure thereto
(2) AIM Seattle ltr ser 2105-3259 of 18 Dec 1956 with enclosure thereto
(3) COMTACGRU PACRESFLT ltr ser 1708 of 27 Dec 1956 with enclosure
(4) COMTACGRU PACRESFLT ltr ser 1701 of 27 Dec 1956 with first endorsement thereto

1. Enclosures (1) thru (4) are forwarded for information concerning the proposal of the Commercial Ship Repair Company to lease a portion of the Naval Station Tacoma, including pier space assigned to the Tacoma Group, Pacific Reserve Fleet.

2. As indicated in enclosure (4) and the first endorsement thereto, COMPACRESFLT is opposed to any reduction of berthing space so long as TACGRU has 15 or more large ships assigned.

3. As pointed out in connection with the reconstruction of Pier 4, reference (a), it will be necessary either to move five additional carriers to other groups or to dispose of this additional number by reclassification and disposal action before Pier 4 could be abandoned. Because of the anticipated early opening of the Port Industrial Waterway to deep water navigation, TACGRU will lose all but five single berths alongside pier 4, and will then be required to berth three carriers at Pier 3 or Piers 1 and 2 by resorting to quadruple berthing. This rearrangement would be conditioned by the assumption that five (5) of the carriers now in Class "D" will have been removed by disposal action.

4. If the decision is made to relinquish pier space at TACGRU for commercial shipbuilding purposes, then COMPACRESFLT recommends:

~~CONFIDENTIAL~~

ENCLOSURE (3)

DECLASSIFIED
E.O. 12958 Sec 3.3
Project: MMB 9280.03
By: PEL NARA Date: 5/20/95

CONFIDENTIAL

(3-yy)
FF9-1/84

(a) Disposal of five carriers in addition to those already classified Class "D", or (b) transfer of five carriers to BRENGRU. In connection with this, BRENGRU will soon be faced with its own berthing problems because of the planned construction of a new large dry dock at Bremerton. Reference (b) refers.

5. A decision in the premises is requested.

W. M. CALLAGHAN

Copy to:
BUSHIPS
COM 13
IND. N 13
M 13
CO, NAVSTATAC
COMTACGRU
COMBRENGRU

ROUTING SLIP
13ND-705 (REV. 8-56)

DISTRICT PUBLIC WORKS OFFICE
13TH NAVAL DISTRICT

Project WND 928005

By FEL HARA Date 5/15/57 INITIAL

NS/Tacoma

DATE RECEIVED 5-10-57	FROM CNO	DATE OF LETTER 24 April 1957
TO ComPacResFlt		DPWO FILE NO. Ser 0305P43B

SUBJECT U.S. Naval Industrial Reserve Shipyard, Tacoma, partial leasing of for shipbuilding purposes; information on

ENCLOSURES

Without encl (1) Cy of Port of Tacoma ltr to Army Dist Eng. of 29 Mar 1957

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	D-10	1	12	5/14	Asst. DPWO Construction	DC-100			
Spec. Asst. to DPWO & OICC	D-11				Asst. to ADPWO Construction	DC-101			
Deputy DPWO & OICC	D-20	3							
Project Management Office	D-30	2		5/13	Construction Division	DC-300			
	D-31	1		5/13	Spec. Asst. Cont. Labor Rel.	DC-301			
Counsel	D-40			5/17	Contract Branch	DC-310			
Spec. Asst. for NRTC's					Construction & Inspection Br.	DC-320			
Administration Division	DA-200								
Personnel Branch	DA-210				Asst. DPWO Maint. & Oper.	DD-100			
Office Services Branch	DA-220				Asst. to ADPWO Maint. & Oper.	DD-101			
Reports & Procedures Br.	DA-230				Spec. Asst. Sanitation	DD-110			
Fiscal Branch	DA-240				Maintenance Division	DD-200			
Surplus Property Branch	DA-260				Maint. Controls Branch	DD-210			
					Maint. Plan. & Eval. Sec.	DD-212			
Asst. DPWO Planning & Des.	DB-100				Facilities Branch	DD-220			
Asst. to ADPWO Plan. & Des.	DB-101				Bldgs. & Rel. Struct. Sec.	DD-221			
Spec. Asst. Fire Protection	DB-110				Grnds. & Grnds. Struct. Sec.	DD-222			
Spec. Asst. Soil Conservation	DB-112								
					Transportation Division	DD-300			
Planning Division	DB-200				Management Branch	DD-310			
Passive Defense Branch	DB-210				Records & Reports Branch	DD-320			
Master Plans Branch	DB-220				Technical Branch	DD-330			
Design Division	DB-300	5		5-17	Utilities Division	DD-400			
Architectural Branch	DB-310				Power Gen. & Distr. Branch	DD-410			
Structural Branch	DB-320				Utilities Service Branch	DD-420			
Mechanical Branch	DB-330				Housing Division	DD-500			
Electrical Branch	DB-340								
Civil Branch	DB-350				Real Estate Division	DC-200			
Specs. & Estimates Branch	DB-360				Naval Properties Branch	DC-210			
Plan Files & Tech. Rec. Br.	DB-370								
					FILES				

REMARKS

Rec'd Guard Mail Registered No. DCE-10

DPWO has ref. (a)
DCE has ref. (b)

Navy DPWO 13ND Form., Wa. (1-17)

ACTION TAKEN	SERIAL NO.	REPLY DUE
	FILED	DATE
RTOD		OTHER DCE

INITIAL TO LEFT OF "CODE" COLUMN FOR
RETURN OF MAIL TO YOU BEFORE FILING.

Nº 0789

ROUTING SLIP
ND-705 (REV. 8-56)

DISTRICT PUBLIC WORKS OFFICE
13TH NAVAL DISTRICT

RECEIVED
12 MAR 1957
NA 6 728003
NAVAL
7/5/20

DATE RECEIVED 3-11-57	FROM ComPacResFlt	DATE OF LETTER 7 Mar 1957
TO Com13ND		DPWO FILE NO. Ser 055
SUBJECT Special Project R2-57, Reconstruction Inshore Bulkhead and Portions of Pier 4, U.S. Naval Station, Tacoma, Washington		

ENCLOSURES

To DPWO w/o encl (1)

ADDRESSEE	CODE	ROUTE	INITIAL	DATE	ADDRESSEE	CODE	ROUTE	INITIAL	DATE
DPWO & OICC	D-10	6		3/12	Asst. DPWO Construction	DC-100			
Spec. Asst. to DPWO & OICC	D-11				Asst. to ADPWO Construction	DC-101			
Deputy DPWO & OICC	D-20	5		3/12					
Project Management Office	D-30	2		3/11	Construction Division	DC-300			
	D-31	1		3/11	Spec. Asst. Cont. Labor Rel.	DC-301			
Counsel					Contract Branch	DC-310			
Spec. Asst. for NRTC's					Construction & Inspection Br.	DC-320			
Administration Division	DA-200	3		3/12					
Personnel Branch	DA-210				Asst. DPWO Maint. & Oper.	DD-100			
Office Services Branch	DA-220				Asst. to ADPWO Maint. & Oper.	DD-101			
Reports & Procedures Br.	DA-230				Spec. Asst. Sanitation	DD-110			
Fiscal Branch	DA-240				Maintenance Division	DD-200			
Surplus Property Branch	DA-260				Maint. Controls Branch	DD-210			
					Maint. Plan. & Eval. Sec.	DD-212			
Asst. DPWO Planning & Des.	DD-100				Facilities Branch	DD-220			
Asst. to ADPWO Plann. & Des.	DD-101				Bldgs. & Rel. Struct. Sec.	DD-221			
Spec. Asst. Fire Protection	DB-110				Grnds. & Grnds. Struct. Sec.	DD-222			
Spec. Asst. Soil Conservation	DB-112								
					Transportation Division	DD-300			
Planning Division	DB-200				Management Branch	DD-310			
Passive Defense Branch	DB-210				Records & Reports Branch	DD-320			
Master Plans Branch	DB-220				Technical Branch	DD-330			
Design Division	DB-300	4		3/12	Utilities Division	DD-400			
Architectural Branch	DB-310				Power Gen. & Distr. Branch	DD-410			
Structural Branch	DB-320			3/12	Utilities Service Branch	DD-420			
Mechanical Branch	DB-330				Housing Division	DD-500			
Electrical Branch	DB-340								
Civil Branch	DB-350				Real Estate Division	DC-200			
Specs. & Estimates Branch	DB-360				Naval Properties Branch	DC-210			
Plan Files & Tech. Rec. Br.	DB-370								
					FILES				

REMARKS Rec'd Registered U.S. Mail #N-56065

Navy-DPWO 13ND Brem., Wn. (L17)2

Mr. Phipps has been handling the correspondence on this. DPWO in first End on Ns Tacoma project recommended Replacement of Bulkhead, but presented certain questions to Com 13 for clarification regarding repairs to Pier #4.

D-3/
16-4-57

ACTION TAKEN	SERIAL NO.	REPLY DATE
RTOD	FILED	OTHER

INITIAL TO LEFT OF "CODE" COLUMN FOR
RETURN OF MAIL TO YOU BEFORE FILING.

Nº 0726

DECLASSIFIED
E.O. 12958 Sec. 3.3
Date 928003
By: PCL NARA Date 5/10/95

HEADQUARTERS
PACIFIC RESERVE FLEET
TREASURE ISLAND
SAN FRANCISCO, CALIFORNIA

ADDRESS REPLY TO
COMMANDER
PACIFIC RESERVE FLEET
AND REFER TO NO. (3-88)
FFS-1/ N15-1
Ser

055

MAR 7 1957

~~CONFIDENTIAL~~

From: Commander, Pacific Reserve Fleet
To: Commandant, THIRTIETH Naval District

Subj: Special Project R2-57, Reconstruction Inshore Bulkhead and
Portions of Pier 4, U. S. Naval Station, Tacoma, Washington

Ref: (a) COMTHIRTEEN ltr ser 03/14 of 27 Feb 1957
(b) COMPACRESFLT ltr ser 366 of 14 Feb 1957

Encl: (1) Copy of COMPACRESFLT conf ltr ser 025 of 1 Feb 1957 to CNO

1. By reference (a) COMTHIRTEEN requested a review of assignment of ships at Tacoma Group, Pacific Reserve Fleet, to determine if it would be possible to eliminate enough ships from the Group so that Pier 4 at the Naval Station would not be needed.

2. By reference (b), COMPACRESFLT requested definition of a navigable channel in the Port Industrial Waterway as a means of determining the number and depth of carriers which can be berthed at Pier 4 and the Tee Piers after the Waterway is opened to deep water navigation. The berthing plan mentioned in paragraph 3 of reference (b) was proposed as being not objectionable to navigation in the Waterway and would have CVHEs double banked at berths J, K, L, M and N and singly at North Tee Pier.

3. Enclosure (1) recommended against moving the five (5) Class "D" CVHEs out of TACORU to MARAD as an interim disposal method because of the excessive cost involved (about \$100,000 per ship). BUSHIPS on 5 February 1957, also recommended to CNO that these ships not be transferred to MARAD since funds were not available for the proposed transfer in either FY 1957 or 1958.

4. As of this writing, it appears that:

a. All presently assigned TACORU ships will remain at TACORU.

b. Pier 4 will be required to berth a minimum of five (5) up to a maximum of ten (10) CVHEs, depending on the results forthcoming from reference (b).

~~CONFIDENTIAL~~

DECLASS. BY	
EO 12958	3.1
Proprietary	MMO 7280.03
By	FEL NARA Date 5/6/96

(3-ss)
FF9-1/N15-1
Ser

053

~~CONFIDENTIAL~~

MAR 7 1957

c. SANFRANCO could accommodate two (2) of these CVNs permanently. BIRMINGHAM could berth five (5) CVNs temporarily until about January 1958. No other Pacific Reserve Fleet Group can berth these ships. Removal of two (2) carriers from TACOMAN will not affect the need for berths at Pier 4.

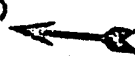
d. The cost of establishing a new berthing area (Group) would be prohibitive in comparison with Pier 4 repair costs.

e. CNO has given no indication that any of the carriers berthed at TACOMAN will be reclassified Class "D", and for the six (6) ships already so classified, no disposal instructions have been received and none are expected until after favorable Congressional action at some future date.

5. In view of the above, COMBACONFLT considers that essential minimum repairs to Pier 4 must be made to maintain the pier in a usable state as a berthing site for Tacoma Group, Pacific Reserve Fleet ships.

W. L. ERDMANN
Deputy,

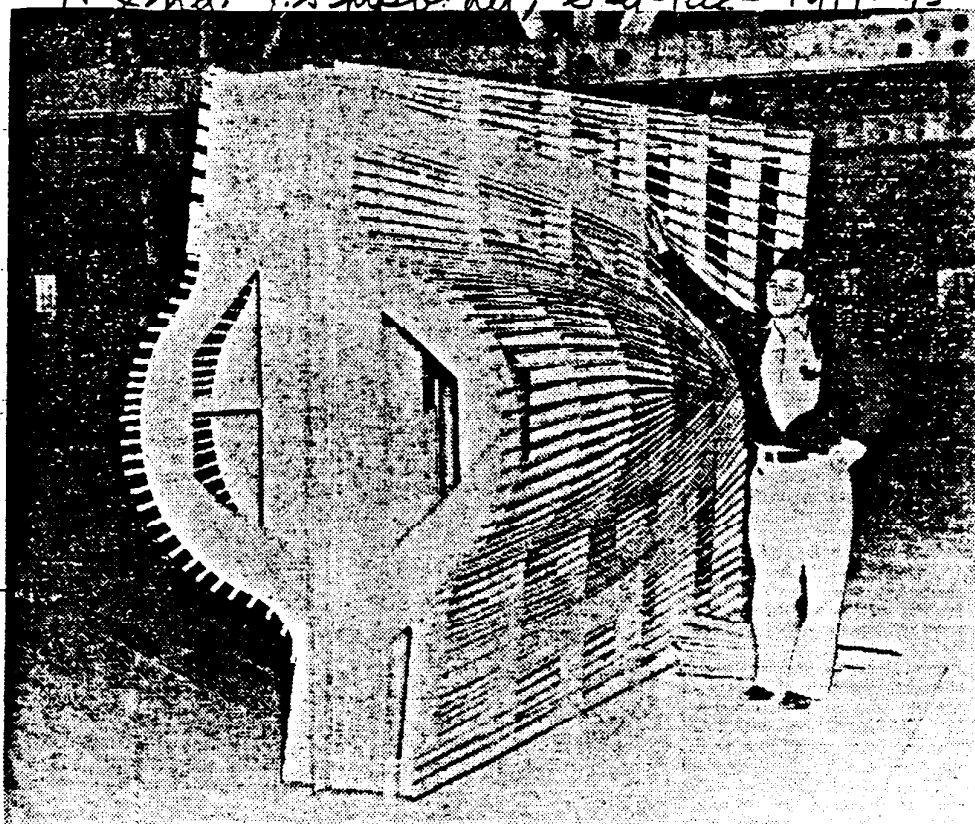
Copy to:
COMTACOM (w/o encl)
CO NAVSTATION (w/o encl)
UPNO 13ND (w/o encl)

~~CONFIDENTIAL~~

MARCH 9, 1941

THE TACOMA SUNDAY

T. Ind. 12111111, Sea-Tac-1947-43



Stern Frame Model—M. E. Clark, assistant loft mold foreman, standing beside a model of the stern frame at the propeller shaft, made for laying out the boss plates enclosing the shaft. Note the difference in the shape of the two sides of the stern frame to compensate for the throw of the propeller. Without this difference, would cause the ship to turn gradually to starboard.

Making Patterns Before Preliminary Job in Fabricating Steel Freighters

One of the big jobs in constructing steel ships in Tacoma's shipbuilding plant that does not appear when the ship slides down the ways, or afterwards, is done in the plant mold loft, where the ship lines are laid down full size as thousands of patterns or templates are built. These patterns for the C-3 ships will have to be completed before work can be started on the five tankers for which contracts have just been awarded as the is only room for one set of ship lines on the big loft floor at a time.

This work is all done on the mold loft floor which is sandpaper smooth and given a coat of white stain to make the pencil lines show clearly. The lines represent sections of the ships, some of the taken crosswise give the shapes which the frames are bent and are called the body plan; others are horizontal, lengthwise planes corresponding to the decks and are known as water lines; some are taken in vertical lengthwise planes and are called buttocks while sloping lengthwise sections are known as diagonals.

These templates, which might be said to correspond to the patterns a woman uses to make a dress, have to be made with great exactness in the welding system being used in the Tacoma yard, in a building where the plates and bars are all joined by rivets; there is considerable come and go, the steel pieces being drawn together by bolts or with drift pins, but in welded jobs the pieces have to fit. There were more than 20,000 templates made for the C-1 ships which the Tacoma yard has under construction at this time, using 260,000 lineal feet of boards from 8 to 12 inches wide. For the C-3 ships, next on the program at the yard there will be about 25 per cent more templates, according to A. MacCauley, superintendent of the mold loft. For the big P-4 passenger liners which the yard is hoping to build he believes it will take more than 80,000 templates.

ROUTE SLIP

[illegible]

PUGET SOUND NAVY YARD
OFFICER IN CHARGE OF SHIPBUILDING AND CONVERSION, U. S. NAVY
SEATTLE-TACOMA SHIPBUILDING CORPORATION
 A16-1(AS) TACOMA, WASHINGTON Rb

29 JAN 1943

From: Commandant (Officer in Charge of Shipbuilding and Conversion, U. S. Navy)
To: Chief of Bureau of Ships

Subject: Special Plant Protection for Seattle-Tacoma Shipbuilding Corporation, Tacoma Division-
 Estimated Cost of.

References: (a) BuShips ltr QM(6)(750)EN 28/A2-11 of 18 October, 1941.
 (b) BuShips ltr QM(6)(768)EN 28/A2-11 of 28 July 1942.
 (c) BuShips ltr QM(6)(760)EN 28/A2-11 of 14 August 1942.
 (d) BuShips ltr QM(6)(768)EN 28/A2-11 of 7 October 1942.

Enclosure: (A) Two copies of STSC, Tacoma Division, ltr of 24 November 1942, to OINC, with Enclosure (A) therewith.

1. In compliance with references (a) through (d), Enclosure (A) is forwarded for the consideration and action of the Bureau.

2. The Officer in Charge desires to submit the following facts relative this operation which are pertinent to consideration of subject matter:

- (a) Enclosure (A) covers subject plant protection for the duration of contracts NOBs-180 and NOb-1760. The cost indicated as necessary is approximately one percent of the total value of these contracts.
- (b) This plant is located in a critical area, being approximately 80 miles from the coastline.
- (c) The direct labor charge for wages of guards and firemen is approximately ninety-six (96%) percent of the total cost involved.

2030096

R.G. 19

Bureau of Ships 1940-1945

C GM/Todd Pacific Shipyard

Box # 1007

File: GM/Todd Pacific Syd. (C-4)

NAVY DEPARTMENT
BUREAU OF SHIPS
(Rev. 9-41)

ROUTE SLIP

Code of Originating Section 140 Initialed by AA Date _____

[illegible]

CM/Seattle-Tacoma
(740)

HRE/Wal
10/31/42

OCT 31 1942

From
To :

The Chief of the Bureau of Ships
Army and Navy Munitions Board
Priorities Division
Attention: Ensign Steele.

Subject:

Priority for -
Seattle-Tacoma Shipbuilding Corporation
South Eleventh Street,
Tacoma, Washington

Enclosures:

(A)

FB-300 on subject company covering contract
HUBS-779.

(B)

Bureau Yards & Docks ltr. to ANMB dated
October 29, 1942 - copy of.

1.

Forwarded.

2.

The Bureau of Ships strongly recommends an
AA-4 rating be assigned enclosure (A).

3.

This is a Navy financed project.

CC:
Seattle-Tacoma Shipbuilding Corp.
South Eleventh Street,
Tacoma, Washington

LT. (jr) E. C. Ferriday, Jr. USNR
By Direction

11 011344

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO NO.

NObs-779
P-4-1C/arc

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D. C.

From: The Chief of the Bureau of Yards and Docks.
To: The Army and Navy Munitions Board, Construction
Section, Priorities and Allocations Branch,
Temporary Building "E", Washington, D. C.
Attention: Lt. Comdr. D. E. Smith, Room H-329.

Subject: Contract NObs-779, Construction of Commissioning
Dock Facilities at Seattle-Tacoma Shipbuilding
Corporation, Tacoma, Washington - Request for
Temporary Preference Rating to get started.

Reference: (a) Telephone conversation between Lt. Comdr. D.
H. Smith and H. S. MacLean 23 October 1942.
(b) Ltr L-24 from CinCC to BuDocks, 24 Oct. 1942.

Enclosure: (A) List of materials needed to start construction.

1. In accordance with understanding by reference (a),
the Bureau forwards a list of materials which will be required
to get this project under way and carry on the work until such
time as application PD-200 can be submitted and approved.

2. It is requested that preliminary preference rating
be assigned to subject contract, it being understood that PD-200
will be submitted as quickly as possible.

H. W. Baker

H. W. Baker
By direction of Chief of Bureau

CC: CinCC, NObs-779
Seattle-Tacoma Shipbldg. Corp.
Tacoma, Washington (AIRMAIL)



MATERIALS REQUIRED ON CONTRACT NOs 779

Commissioning Pier

Size	94' x 591' - 700# Deck Loading		
Construction	Wooden deck, Stringers & Caps on Creosoted Piling		
Material	Number of Piles	911 Only	
	Total Length of Piles	56,000 Lin. Ft.	
	Lumber	300,000 FEM	
	Hardware	5 Tons	

Commissioning Warehouse

Size	288' x 792'		
Construction	Wooden columns beams purlins and roof sheathing 4 ply felt and asphalt roof. Concrete foundation and 6" concrete floor		
Material	Lumber	1,400,000 FEM	
	Hardware	6 Tons	
	Concrete	6,000 Cu. Yds.	
	Brick	325,000 Only	
	Heath Tile } or	55,000 Only	
	Reinforcing Steel	3 Tons	

Miscellaneous Buildings

Gate House & Utilities Building

Size	Approximately 12' x 40' and 40' x 80' Respectively		
Construction	Concrete floors and foundations, wood frame, 4 ply felt and asphalt roof		
Material	Lumber	50,000 FEM	
	Hardware	1 Ton	
	Concrete	120 Cu. Yds.	

Yard Development

Pavement	(3" Asphaltic Concrete on rock sub-base)	30,000 Sq. Yds.
Fence		2,200 Lin. Ft.
Standard gage RR Track (including 2 switches, 2 frogs and 2 crossovers)		2,100 Lin. Ft. of R.R.
Heating, Plumbing, Sprinklers and other Piping, etc.		
Sewer Pipe		900 Lin. Ft. of 6" 500 Lin. Ft. of 8" 500 Lin. Ft. of 10"

181438

Sewer Pipe (continued)		1,600 Lin. Ft. of 12"
		130 Only of T's and L's
Steam and Compressed Air Pipe		600 Lin. Ft. 2"
		600 Lin. Ft. 3"
Cast Iron Pipe (Fire Lines)		3,000 Lin. Ft. of 10"
		800 Lin. Ft. of 8"
		200 Lin. Ft. of 6"
Galvanized Pipe (Fire Lines)		500 Lin. Ft. of 6"
Black Iron Pipe (Sprinkler Systems)		1,200 Lin. Ft. of 6"
		4,000 Lin. Ft. of 4"
		6,000 Lin. Ft. of 2"
		3,500 Sprinkler Heads
Dry Valves		12 Only
Other Valves and Valve Headers		20 Only
Domestic Water Lines	6" Galvanized	1,500 Lin. Ft.
	4" "	600 Lin. Ft.
	2½" "	800 Lin. Ft.
	2" "	900 Lin. Ft.
	1½" "	300 Lin. Ft.
Valves		40 Only
Fire Hose	1½"	1,500 Lin. Ft.

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181438

ELECTRICAL MATERIALS

NAVY COMMISSIONING PIER NObs 779

10,000 ft. 5000V cable #4/0 or larger V. C. Insulated

35,000 ft. 600V cable #4/0 to #8 V. C. Insulated

12,000 ft. 600V rubber cable #4/0 to #8

Electrical apparatus for heating requirements consisting of heating elements, thermostats, motors, controllers, etc. Total capacity 175 KW.

150-1500W Floodlights

550-Lighting Fixtures 75W to 500W

2000-Outlet boxes and junction boxes and roughing-in materials to install same

500-Switch and receptacle boxes and roughing-in materials to install same

100-Switches (Tumbler type)

55,000 ft. non-metallic sheathed cable not larger than #10/4 conductor

1750 ft. 4 wire, 3 phase feeder duct (estimated 35,000# copper) including switches, etc.

15-Combination Power and Light Panels

15-55 ft. Class I Cedar Poles

700 ft. D C Power Bus (Est. 30,000# Copper)

1-Loud speaker paging system

20,000 ft. Conduit smaller than 4"

4,000 ft. Fibre Conduit smaller than 4"

1,500# Miscellaneous Galvanized Electrical Hardware

2,000# Galvanized Junction boxes not larger than 24" x 12" x 36"

5,000# Friction Tape

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181438

2--Electrical Materials Continued.

500# Rubber Tape

500# Solder

1,000-1200 Lamps 75W to 1500W

Material for ADT System unknown at this time.

Above list complete except for miscellaneous lugs, connectors, and special accessories required to support or install equipment.

REPRODUCED AT THE NATIONAL ARCHIVES

181438

N. P. S. 20
NAVY DEPARTMENT
BUREAU OF SHIPS
(Rev. 9-41)

ROUTE SLIP

Code of Originating Section 740 Initialed by YS Date 6/12

SECTION CODE	INITIALED		REMARKS
	BY	DATE	
660	HLM	6/24/43	This looks like matter of scheduling @ Cutler Hammer. Can you help?
			This is a commercial controller and not included in the schedule submitted to ships. Only Navy controllers are included. 660 is unable to improve the schedule with the present rating. Code 764 (2nd 5/1/43) advised 660 verbally this facility urgently required. Therefore recommend that AAA priority be extended. WILL 660 6/24/43
740	Att	7/16	Request that finally prepared Sh-1 for AAA and main schedule. Cost to be processed in accord Capt. Mc Guigan's request. Necessary that GIE Division of WPS attempt further scheduling (Mr. SKUMORE) to approach required 7/19 delivery date.
740	DMB	7/8	Emergency - military and naval interest being 7/12 only to shipyard.
File	CROSS FILE		File No.
Date			QM/Scott
7/8			

SUPERVISOR OF SHIPBUILDING, U. S. NAVY
Seattle-Tacoma Shipbuilding Corporation, Tacoma Yard
TACOMA, WASHINGTON

TR-3(2)

8 JUN 1943

AM

AIR MAIL

From: Supervisor of Shipbuilding, U. S. Navy
To: The Chief of the Bureau of Ships, Code 740.
Subject: Contract NObs-779 - Marine Elevator, Preference Rating,
PRIORITIES and CMP
Reference: (a) Seattle-Tacoma Shipbuilding Corporation ltr. 8 June
1943 and enclosures attached thereto.
Enclosure: (A) Copy of Reference (a).

1. The expeditious outfitting of ships at Tacoma is contingent on the installation of this elevator. Its urgency cannot be overstressed.

2. Accordingly it is requested that preference rating as requested be immediately approved.

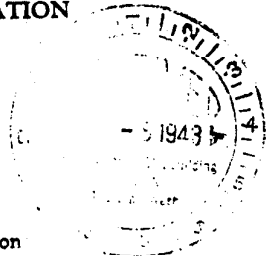

J. L. McGUIGAN

SEATTLE-TACOMA SHIPBUILDING CORPORATION

TACOMA DIVISION
FOOT OF ALEXANDER AVENUE
TACOMA, WASHINGTON

NF/L4-3

8 June 1943



From: Seattle-Tacoma Shipbuilding Corporation
Foot of Alexander Avenue
Tacoma, Washington

To: Supervisor of Shipbuilding, U. S. N.
Tacoma, Washington

Subject: Navy Facilities - NObs-779
Marine Elevator
Preference Rating
PRIORITIES and C&P

Reference: (a) STSC Purchase Order NF-309 to Colby
Steel & Engineering Co.
(b) Colby Steel & Engineering Co. Order
to Cutler-Hammer, Milwaukee, #7420,
dated May 3, 1943

Enclosure: (1) SR-1 Application for Special Rating
(Quadruplicate)

1. Our Purchase Order, Reference (a), was placed with the Colby Steel & Engineering Company on April 28, 1943, for the purchase of one (1) seven and one-half (7½) ton capacity Marine Elevator. It is contemplated that this elevator will be used on a new commissioning dock being constructed under the subject Prime Contract, and this Marine Elevator is essential for the proper operation of the commissioning dock.

2. It is expected that the commissioning dock will be completed and will be ready for operation on or before July 19, 1943 and it is therefore urgent that this elevator be installed and be in operation not later than July 19, 1943.

3. Our supplier, the Colby Steel & Engineering Company of Seattle, Washington, have advised us that they will be able to have the elevator installed and in operation by the above mentioned date if they receive delivery of the material ordered by them on their purchase order, Reference (b), from the Cutler-Hammer Company, Milwaukee, Wisconsin. Our contacts with Cutler-Hammer have developed that with the present Preference Rating of AA-1 delivery cannot be made prior to September 24, 1943. We are also advised that if a Preference Rating of AAA is granted, this delivery date can be advanced to August 10, 1943 and possibly sooner. While the date of August 10, 1943 is far from satisfactory, it is a considerable improvement over the present delivery date, and in view

SEATTLE-TACOMA SHIPBUILDING CORPORATION
TACOMA DIVISION
Foot of Alexander Avenue
TACOMA, WASHINGTON

HF/LA-3
Supervisor of Shipbuilding

Page Two

of the urgency of this matter, we herewith transmit for approval, on behalf of the Colby Steel & Engineering Company, Enclosure (1), SR-1 Application for a AAA rating.

4. We request that you approve this application and forward it to the Bureau of Ships at Washington, D. C. for action. We further request that if a AAA rating is granted, we be advised by telegram in order that there will be no delay in having this rating transmitted to the Outler-Hammer Company.

SEATTLE-TACOMA SHIPBUILDING CORPORATION

JLH
JLR:mb

O. A. Tucker
Vice President and General Manager

Leo Schiller
By Auction

TELETYPE

SEP 2 1943

OUTGOING

TO SUPSHIPS TACOMA
FROM BUSHIPS 02TUX1445 SEPT

ATTN LT W R CUFF

NOBS 779 WPB RELEASING CAP OF ARSENIC APPROXIMATING 27 TONS IN SEATTLE FOR PILING TREATMENT IN ORDER TO MAINTAIN COMPLETION SCHEDULE LAUNCHING WAYS X THIS IS FINAL RELEASE X IN VIEW CRITICAL NATURE ARSENIC FOR COMBAT PURPOSES NO FURTHER ALLOCATIONS FOR PILING TREATMENT WILL HERE-
AFTER BE MADE X RECAP OF BIDS WITH YOUR LETTER AUGUST 2 TO HAFF INDICATED INSUFFICIENT CANVASSING WEST COAST SUPPLIERS CREOSOTED PILING X INITIAL RETURNS WPB TELEGRAMS INDICATE PILING AVAILABLE THE DALLES, OREGON AND STOCKTON, CALIFORNIA SUPPLIERS X YOU WILL BE ADVISED DEVELOP-
MENTS ADDITIONAL SOURCES X NECESSARY YOU COMPLETE BALANCE PILING REQUIRE-
MENTS FROM OTHER SOURCES X

ADDRESS REPLY ATTN CODE 763C

END WA BUSHIPS BL
TA 80 RECD OK TNX M

763c

PM/Seattle Tacoma

TO - SUPSHIP, SEATTLE TACOMA SHIPBUILDING CO, TACOMA
FROM - BUSHIPS 29 TWX 1545

RE PHONE CHATTERTON OF SEATTLE TACOMA NOBS 779 PILING
TREATMENT X RODDA WPB ADVISES WILL DETERMINE AVAILABILITY 60
TONS CRITICAL ARSENIC TRIOXIDE ON BASIS 25 TONS 3RD AXXX QUARTER
~~XXXXXX~~ BALANCE 4TH QUARTER X HE DESIRES INFORMATION ON DELIVERY
DATES CREOSOTED PILING IF COMING AFTER PRESENTLY SCHEDULED
EVERETT PACIFIC REQUIREMENTS X PLEASE ADVISE

ADDRESS ANY TWX REPLY ATTN CODE 7630

END BUSHIPS MS
OK ACK NOW PLS TNX
TAIP RECD OK

TELETYPE

JUL 29

OUTGOING

7630

Handwritten signature/initials

Code of Originating Section

Initialed by

Date _____

[illegible]

REPRODUCED AT THE NATIONAL ARCHIVES

Memorandum for Mr. Tolson
Subject: (742-0)

AGX/11 (742-0)
17 August 1942

*7.17 Seattle Tacoma
Sh Co.*

18 AUG 1942

Dear Mr. Tolson:

Pursuant to understanding reached during phone conference of 15 July 1942 referred to in attached correspondence and regarding the release of chemicals required for the treatment of piling to be used in the construction of Navy-owned facilities at the Seattle Tacoma Shipbuilding Corporation, there is herewith forwarded a recapitulation of bids and information which were the determining factors necessitating the release and use of chemical processes in piling treatment.

Respectfully yours,

R. E. JONES
BY DIRECTION OF
CHIEF OF BUREAU

Mr. J. A. Rodda
Insecticide and Fungicide Unit
Room 1640 Yampa, B Building
War Production Board
Washington, D. C.

Encl: 5

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REPRODUCED AT THE NATIONAL ARCHIVES

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Code of Originating Section 764a Initialed by [Signature] Date 7/20/77

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(A)

SEATTLE-TACOMA SHIPBUILDING CORPORATION
SEATTLE, WASHINGTON

7062 1061

REPORT ON INSPECTIONS

of

SHIPWAYS

and

WHIRLEY TRETTLES

PLANT A, SEATTLE DIVISION, S.T.S.C.
22 April 1944

(A)

REPORT ON INSPECTIONS

of
SHIPWAYS
and

WHIRLEY TRETTLES

Plant A, Seattle, S. T. S. C.

GENERAL
CONDITION

Recent and current inspections of the above areas disclose marine borer infestation of pile caps throughout a considerable portion of the shipways, and of piling supporting whirley trestles.

The attack is in the beginning stages in all locations so far inspected, with the exception of a few small areas where it has extended to the point of destroying over one-half of the effective bearing capacity of infested pile-caps.

The condition is extremely serious in that infestation rates will increase geometrically within the next few months. Affected areas, or areas subject to attack, are a 90' x 108' portion of each shipway (a total of almost 50,000 square feet) and piling supporting the north 200 ft. of five whirley crane-way trestles. Only a part of these to date indicate infestation; these must be repaired or replaced with creosoted material. The balance must be protected against future attack.

ORIGINAL
CONSTRUCTION

When the shipways and trestles were built by the J. A. McEachern Co. (finished in March and April 1941) the extent of protective treatment provided was as follows: Outfitting wharf, both plants, and pier: 12 lb. coal-tar creosoted. (Current inspections indicate excellent

condition.)

Whirley trestles: "Mineralized-cell" treatment to well below sand line.

Shipways: Standing ways (all timbers) beyond slip, and first twelve bents (55 ft.) of caps, southward from north end of slip were 12 lb. coal-tar creosoted. McEachern original drawings called for treatment to extend through sixteen bents. Had this been adhered to, marine borer attack would not have been prevented beyond the sixteenth bent, but the areas which are now most dangerously infested would have been protected, and emergency pre-launching repairs under Hulls 29 and 30 would not be necessary. We have so far been unable to determine the cause for the original change order.

We understand that the basis upon which it was determined that treatment should be planned to extend only through sixteen bents was that precedent showed no evidence of marine borer attack above an 8 ft. tide.

RECORD
DATA

Once infestation has begun under conditions which are present in our shipways, the rate of destruction of exposed timbers is extremely rapid. Periodic inspections have been made by the shipwright superintendent, and reported upon after each launching. In these instances plank decking has been removed in the vicinity of the launching ways to expose, usually, about 25 caps. In each instance, piling, caps, and decking were found to be in good condition. On last November 23rd, one of the inspections reported upon was made on shipways 3 - 4; checked this one personally and found no evidence of attack. This area is now infested to a serious degree, in terms of future destruction.

Further checks have been made during all routine repairs of decking; these inspections showed no evidence of infestation, until last week, when marine borers were found in timbers under shipway No. 4.

Subsequent findings were as follows: From a point 55 feet south of the north edge of the shipway (edge of crosscut timbers) to a line approximately 150 feet south of the north edge of the slip, marine borer infestation was present in degrees varying from a trace to a dangerously damaged extent. In a great portion of this area the caps are as yet only subject to attack because of exposure to tide water; and within the same area on approximately one-half the building slips, timbers remain protected by the fact that the sand levels are retained flush with the top of the caps, thus filling the entire space below the decking, and precluding attack. Imminent danger to timbers as yet undisturbed by shipworms is first indicated by surface scoring caused by limoria.

The worst condition has occurred in a small area under the aft end of Hulls 29 and 30 (shipways 9 and 10) where tide water runs in a shallow space between a rock fill and the bottom of the decking, producing a warmer water temperature and, consequently, ideal breeding and incubation conditions for marine borers.

In that the attack, although serious, is as yet in the primary stage, inspections to date have shown that none of the shipways piling in infested areas show presence of marine borers. Usually the initial damage occurs on clean, cut surfaces, and piles are afforded a temporary protection by bark coverings, but as the rate of infection increases these piles will become more subject to attack.

At our request, Professor B. L. Grondel of the University of Washington College of Forestry, inspected damaged areas on shipways 8, 9 and 10. Professor Grondel is a recognized authority on this subject; his consultation was sought in order to better evaluate the seriousness of the attack and to determine best methods to repair damage and avert further infestation. Professor Grondel is of the opinion that "such a large percentage of caps will be so badly galled by marine borers during the next 60 days that immediate action must be taken to eliminate their progress." Methods of repair were discussed and were mutually agreed that those provided for in the attached outline specifications would provide ample protection for the duration of the shipyard.

The piling supporting whirley craneway trestles is completely exposed to tide water from high tide to the natural sand line and was treated originally with mineralized cell treatment to depths well below sand level. Numerous inspections have been made by the shipwrights at our request and have indicated sound condition. Personally made thorough check consuming four days between July 17 - 23, 1943. On July 20, was accompanied by G. H. Barton, engineer for Mineralized-cell Wood Preserving Company, whose inspection was made at the request of the General Construction Company, who were then contemplating further use of this treatment in additions planned for the Tacoma Division of S.T.S.C. No evidence of infestation was found on any of the piles, with the exception of one area approximately 3 inches square which was surface-scored by limnoria.

The shipwright foreman has reported that a thorough check of craneways 2, 3, 4 and 5, made two weeks ago, has uncovered no evidence of attack. Will personally make increment borer tests of these pilings during low tides, early next week.

In that water depths at craneway 6 preclude inspection at low tide, have twice checked these personally in the company of a diver from the Walter McCray Company. Last dive was made on April 20th, and showed evidence that marine borers are just now commencing to attack these pilings. Infested spots were found on about one-half of the piles inspected, and occurred in small areas approximately 4 inches across on an average. One pile only was found to be damaged to a serious extent.

A great bulk of the damage has been accomplished by INFESTATION *Bankia setacea* which are almost identical to teredo CHARACTER (also present) and *Limnoria lignorum*. For purposes of clarifying the urgency of the present condition, ISTICS

Professor Grondel has provided a thorough report on borer characteristics and which includes the following observations: "The breeding habits of the *Bankia setacea* differ from those of the species of the genus *teredo*..... Latter genus are male and female.... fertilization occurring in the gills and the larvae are held in the gills for a considerable time until they are discharged into the water as free swimming larvae. Young specimens of *Bankia setacea* may be male and may later become female;..... Eggs are discharged into the water to depend upon chance fertilization and hence are produced in enormous quantities. One single female in one season may produce many million eggs. Even if only a few are fertilized and develop into larvae, the rate of increase in this shipworm in Puget Sound water may be enormous."

"It has been supposed that *Bankia setacea* will reproduce only in cold water and when water becomes warm no eggs will be dispelled by the female. Hence wood exposed in salt water in Puget Sound would supposedly not be subject to attack during the summer.....The writer has observed so many contradictions to this in Puget Sound that he can say positively that the breeding season, in this region, of *Bankia* is not limited to any particular season, but that larvae are most plentiful during late spring and early fall."

"These shipworms can survive and flourish if they obtain enough water to feed for only one hour a day, provided that the surface of the wood through which the siphons and pallets must protrude

during the feeding period doesn't become dry during high tides. Therefore, in most instances, these shipworms will not attack piling for distances above about 5 feet below high tide level in Puget Sound areas. However, in the shipways under consideration, the caps are planked over, and the surface of the caps does not become surface-dry during the time when they are exposed to the air during the ebbing of the tide. The relatively enclosed spaces between the piles and caps below the decking virtually insure the effective fertilization of the eggs produced by the female animal during high tide, and hence the attack of the shipworms on the untreated material will undoubtedly proceed at an extremely rapid rate in the immediate future."

To supplement Professor Grondel's report, it should be explained that marine borer larvae, after remaining in a free-swimming state for several weeks, attach themselves to exposed wood surfaces, and enter the pile when they have grown to a size comparable to a grain of sand. At this point the entrance is made through the forming of tiny orifices; these openings remain the same size throughout the life of the Bankia. Once inside the pile, the Bankia and teredo undergo a change in form, and develop into mollusks sometimes attaining four feet in length. The inner end, or "foot," has a toothed cutting shell, with which it burrows through the wood by grinding with a slow rocking motion. The outer end consists of a double pallet containing tubes, or siphons, through which sea water is inhaled and exhaled. When the wood surface becomes exposed to air at the ebbing of tides, these pallets are withdrawn to plug up the orifice. The Bankia's diet is a combination of plankton present in the water, and wood particles. The body, soft, worm-like and almost transparent, is surrounded throughout the burrow with a "lime" deposit. Growth is proportionate to size of timber infested and the number of Bankia present. Tunnels form a series of convolutions which never cross or interfere with neighboring tunnels, and always remain inside of the exterior surfaces of the timber.

PRESERVATIVE TREATMENTS. Creosoted timbers have remained in sound condition throughout, with the exception of badly cracked piling. The preservative technique employed was a pressure treatment of coal tar creosote providing 12 pounds per cubic foot absorption in piling, and 8 pounds in large cut timbers. Properly treated creosoted piling ordinarily has a life of 20 years or more, unless damaged by collision or cracking.

Whirley trestle piling now showing evidence of damage was treated through the "mineralized cell" process, involving the injection of a solution of copper and arsenic salts introduced through a rubber cap attached to the end of the pile. Some head pressure is employed, but penetration is obtained also by osmosis, the solution traveling through the end walls of sapwood cells. Most of the records which have been available to us indicate that this treatment insures a relatively short life.

The effectiveness of this process presupposes a perfect

pile; the solution will leach out of holes in the surface of pile, around knots and where bark has been removed and the wood subsequently damaged by drift. Once the treatment has leached from any section of the pile, marine borer attack commences and rapid deterioration follows.

It is most unfortunate that economies regulating original construction of the shipyard, or poor judgment employed, precluded the use of creosoted piling throughout all tide areas. Further, all pile caps, bracing and decking on the shipways should have been creosoted to a point at least 150 feet back from the north end of the slips, and extensive bulkheading should have been employed directly beyond this area to prevent the loss of protective sand covering.

RECOMMENDATIONS

At present we are making emergency repairs in the small areas mentioned, on shipways 9 and 10, to remove immediate hazard to the launchings scheduled for next month. Method of more permanent repair proposed is described in the attached outline specifications.

Exact extent of repair can only be determined upon removal of decking over infested sections, and upon decisions on the part of management as to the future disposition of these shipways. If the yard is to be converted to ship repair work, then only such repairs should be made as are necessary to preclude hazard to operations incident to completion of our present contract. If, as has been discussed by the works manager, a portion of the shipways are to be used for storage purposes, we recommend that this portion be left in its present state. On the other hand, if a long construction contract were to be awarded us, more permanent repairs than those specified should be made. Gunite treatment is relatively temporary; for more permanent usage, these pilings should be replaced with creosoted material.

In spite of numerous crack-pot claims, there is no way to successfully halt growth of Bankia in infested timbers or piling; and there is no substitute for properly creosoted piling.

In that future developments of yard operations appear uncertain, it is proposed that no repair work shall be done immediately that is not absolutely necessary to the completion of ships now contracted for. In regards whirley trestle piling at crane way No. 6, diving observations lead us to estimate that this structure will be unsafe for crane loads within four months. Other crane ways are to be thoroughly rechecked immediately, but due to a difference in water conditions are believed to have resisted attack so far.

We propose to employ a diver again in making a thorough analysis of every pile under Crane way 6, noting each pile and marking its exact condition on a pile plan.

Precise method of repair can not be determined until this work is completed, but probably will involve driving of intermediate creosoted bents, and possibly, in the withdrawing of non-infested piling for creosoting and reuse.

D. E. Lamont,
Plant Superintendent.

22 April 1944

SPECIFICATIONS: SHIPWAYS REPAIR

Repair marine-borer-infested timbers in areas abutting creosoted north portion of shipways, replacing infested sections as directed below:

SHIPWAYS 9 and 10

Prior to launching dates of Halls 29 and 30, repair planking and pile caps under standing ways aft. within an area of approximately 20x35 ft., each ship. Approximately 8 pile caps each (and decking above) are involved. After launching, repairs shall be extended to cover full width of both slips wherever infested timbers are found (approximately 75 feet x 109 feet in area).

Work under both ships shall be closely correlated with line-up schedule of Machinery Department and other construction schedules.

SHIPWAYS 7 and 6

Remove all scaffolding over approximately 75 x 109 foot portion; remove decking and infested caps; replacement to be as specified below.

Repairs on other shipways to be carried out to an extent directed by Plant Department.

In all areas designated to be repaired, decking and caps shall be removed, and salvagable timbers delivered to Plant B for resale. Timbers only slightly damaged will be dried and creosoted for reuse. Drift bolts where required shall be replaced with 3/4" x 22" round bars, shop coated with 2 coats of red lead.

PILING Exposed pile tops shall be hot-mopped with a mixture of coal tar creosote and coal tar, mixed in equal portions. Pile tops shall then be covered with burlap dipped in similar mix; burlapping to extend 12" minimum down side of pile and secured with No. 10 gauge galvanized wire. Sides of piles shall be protected from pile top to 12" below sand line, as follows:

Surface shall be wrapped with No. 12 gauge, 2" x 2" galvanized electro-welded wire mesh secured with galv. furring nails to provide space between mesh and bark. Cover areas with 3/4" minimum thickness Gunite, consisting of one (1) part portland cement and 2 parts sand. Water-cement ratio to be as directed on job; 1" slump test. Add 1 qt. anti-hydro per sack.

FILE Infested caps shall be replaced with 12" x 14" Douglas fir S16,
CAPS select merchantable grade or better grade; to be treated with 12
DECKING pound coal tar creosote pressure treatment. Decking to be 4"x12" D.F., same grade and treatment. All end cuts made on the job shall be hot-mopped and caps shall be protected with burlap as specified for top of piles. Butt joints shall be strapped with 4" x 36" x 3/8" steel straps, red loaded 2 coats. All lags and bolts similarly treated.

SAND Where necessary to resist sloughing off from original sand level,
LEVEL install shallow creosoted wood bulkheads as directed on the job. Concrete grouting may be substituted for this purpose. Sand fill shall be replaced to original level, flush with tops of pile caps.

D. E. Lamont
Plant Superintendent

SEATTLE-TACOMA SHIPBUILDING CORPORATION
SEATTLE DIVISION

C
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TO MR. E. B. COLTON, GENERAL MANAGER

SUBJECT Piling Report, Craneway No. 6
27 and 28 April 1944

FROM D. E. LAMONT

DATE May 2, 1944

As proposed in the report on inspections of shipways and whirley trestles, 22 April 1944, Walter McCray Divers made a detailed inspection of all piling under ORALWAY No. 6 (Where not accessible for inspection from the ground, at low tide.)

A total of over 200 piles were involved. The condition of each pile was carefully checked, and noted on a piling plan. Those rated as "good" were piles in which no trace of infestation was evident; those rated "fair" were structurally sound but showed some indications of attack by marine borers; "bad" piles showed evidence of attack sufficient in extent to jeopardize the structural soundness of the individual piling. Of the 160 bearing piles inspected two were bad, 14 fair. Of the 35 diagonal brace piles, 7 were bad, 9 fair. Non-bearing fender piling showed 6 bad piling and five fair, out of a total of 17.

The extent and rate of future damage can only be guessed from comparisons to past inspection data. In general the piles retain good bark coverage, and were treated originally through the mineralised cell preservative process. Their vulnerability to further attack can not be estimated from known positive data or from comparison to untreated pile capping timbers in the shipways. Based upon infestation rates to date, we feel certain that there is no possibility of load failures prior to the launching of Hull 30; however, replacement at least of all piling known to be infested should be performed during the first part of June. Following that work, we propose to maintain periodic inspection, making only such replacements as are necessary to the safe completion of present ship contracts.

/s/ D. E. Lamont.

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YSEATTLE-TACOMA SHIPBUILDING CORPORATION
SEATTLE DIVISIONTO Mr. E. B. Colton, General ManagerSUBJECT Plant RepairsFROM D. E. LementDATE May 3, 1944

In accordance with your instruction, the following preliminary estimates are submitted to cover probable labor and material costs incident to repair of such portions of the shipways and craneway whirley trestles as have been damaged by, or are subject to, marine borer attack.

PROPOSAL NO. 1 (Temporary Repairs)

Under this proposal, work will be confined to the minimum essential to shipways operations, up to and including launchings of hulls 27 through 46.

Insofar as practical, replacements will be made only in actual bearing areas (shoring points, etc.; timbers supporting sliding ways) or in areas where failures under scaffolding may otherwise occur.

Preliminary estimates are as follows (see attached outline specification):

(A) SHIPWAYS

Gunite treatment on piling:

Material \$2.15 per pile, 1650 piles = \$3,550.00

Labor @ \$2.75 per pile, 1650 piles = \$4,125.00

Pile Caps:

61 M. 12" x 14" creos. @ \$87.50/M = \$5,340.00

Labor @ \$75/M. in place, = \$4,575.00

Docking:

40 M. 4" x 12" creos. docking @ \$87/M. \$3,480.00

Labor @ \$50/M. in place, = \$2,000.00

Straps, Bolts, Lags, Spikes,

Bulkheading and Sand Fill (mat'l. & Labor) = \$ 50.00

Miscellaneous Labor (removal and replacing

old docking, scaffolding, etc.) = \$5,000.00

\$28,920.00

Above work performed by yard shops; add

overhead, 50% of labor costs, =

\$ 8,050.00

\$36,970.00

(C)

5/3/44
P. 2

(B) CRANEWAY PILING

The following estimate is based upon conjecture, in that we can only guess the future extent of marine borer infestation of the mineralized-cell-treated piling. However, observation of damage to date indicates that some 20 per cent of all underwater pile sections which support whirly trostles may seriously be damaged within the year.

Drive intermediate bents of 12# oress.
piling: 100 piles, av. length 75'
(includes removing and re-laying of
planking, caps, utilities; misc. braces,
etc.) 100 piles @ \$110.00 = \$11,000.00

(Above by outside contractor; overhead
included)

Total Costs:

Shipways = \$36,970.00
Craneways = 11,000.00
15% Contingency = 7,195.50

Total, Proposal #1 = \$55,165.50

PROPOSAL #II (More permanent repairs)

Under this proposal, repairs will be extended to assure structural soundness throughout craneways and shipways areas for a minimum of five years.

SHIPWAYS:

None of the pilings now supporting the shipways were preservative-treated originally; (northerly 12 bents of caps, and northerly 75' of decking, only, are creosoted at present).

Propose drive intermediate bents of 12# coal-tar-creosoted piling within area extending from north edge of shipways to line coinciding with 10' tide line. (At bottom of pile caps, this line occurs 162' south of north edge of clips.) Relocate old creosoted caps to bear over new

5/3/44
P. 3

Piling; replace untreated caps within subject area with 12# coal-tar-crocosoted caps. Replace untreated docking within this area with 8 lb. crocosoted decking, incised before treatment.

Within this area (shipways) sand covering can be retained to assure continued protection for approximately 50% of all piling and timbers. The following estimate is based upon that percentage.

SHIPWAYS:

2430 - 45' (av.) 12# crocos. pilos.	=	\$57,200.00
@ \$40. in place,		
80 M. 12" x 14" - 12# crocos. caps,	=	\$ 7,000.00
@ \$87.50/M.		
Labor @ \$75/M. in place	=	\$ 6,000.00
40 M. 4" x 12" 8# crocos. decking,	=	\$ 3,480.00
@ \$87.00/M		
Labor @ \$50/M. in place,	=	\$ 2,000.00
Bulkheads and sand fills	=	\$ 3,500.00
(labor and material)		
Total		\$79,180.00

(Above by outside contractor;
overhead included)

CRANEWAYS:

Whitely crane way trestles #2, 3, 4, 5, and 6 are supported by "mineralized-cell" treated piling, which are now commencing to fail in averting marine borer damage.

Because of surface-drying at ebb tides, it is believed that only those piles exposed to water below 6 ft. tide line are subject to attack. Propose replacement, using crocosoted piling.

Drive intermediate bents of 12# crocos.		
piling 75' av. length; 600 piles @		
\$110 (includes incidental relocation		
dock and utilities repair, etc.)	=	\$66,000.00

(Above by outside contractor;
overhead included).

5/3/44
P. 4

Total Costs:

Shipways	=	\$79,180.00	
Craneways	=	\$66,000.00	
Misc. yard labor, (incl. over- head (removal and replacing of scaffolding, other work incidental to overall repair)	=	<u>\$10,000.00</u>	\$155,180.00
15% contingency,			<u>23,277.00</u>
Total, <u>Proposal #2</u>			<u>\$178,457.00</u>

/s/ Daniel E. Lamont

10 PRD

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Regional Comptroller
Attention: 10CAA

January 7, 1959

Regional Counsel

10L

U. S. Naval Industrial Reserve Shipyard, Tacoma, Washington
(N-Wash-595)
Sale to Port of Tacoma

Attached is conformed copy of Quitclaim Deed and Bill of Sale dated as of January 1, 1960, whereby the United States of America, acting by and through the Administrator of General Services, conveyed subject property to the Port of Tacoma, a municipal corporation of the State of Washington, in consideration of the payment of \$2,125,000.00.

Attachment

CC: Ocamb - 10PRD w/6 copies document

10 PRD

For 38 " 511367
Copy 1 " @ 10
" " H.A.
2 copies to West See 9/21

CERTIFICATE OF DELIVERY

I, C. E. Ocamb, Chief, Disposal Branch, Acquisition and Disposal Division, Public Buildings Service, General Services Administration, Region 10, do hereby certify as follows:

That on the 29th day of December 1959, at County of Pierce, State of Washington, I delivered to M. S. Erdahl, President of the Board of Port Commissioners, Port of Tacoma, executed original Quitclaim Deed and Bill of Sale dated as of January 1, 1960, for and on behalf of the Port of Tacoma, the Grantee named therein.

Dated at Seattle, State of Washington, the 29th day of January 1960.

C. E. OCAMB
Chief, Disposal Branch
Acquisition and Disposal Division
Public Buildings Service
General Services Administration
Region 10

QUITCLAIM DEED AND BILL OF SALE

The UNITED STATES OF AMERICA, acting by and through the Administrator of General Services under and pursuant to the powers and authority contained in applicable provisions of the Federal Property and Administrative Services Act of 1949 (Public Law 152, 81st Congress; 63 Stat. 377) as amended, and regulations and orders promulgated thereunder (hereinafter designated as "Grantor"), for and in consideration of the sum of Ten Dollars and other good and valuable consideration, does hereby convey and quitclaim to the PORT OF TACOMA, a municipal corporation organized and existing under the laws of the State of Washington (hereinafter designated as "Grantee"), its successors and assigns, all of Grantor's right, title and interest in and to the following described property (hereinafter designated as "Property") situated in Pierce County, State of Washington:

Five parcels of land described as follows:

PARCEL A - Beginning on the northeasterly line of Block (1) of State Land Commissioner's Replat of Blocks 13 - 48 both inclusive, Tacoma Tidelands (formerly in King County) commonly known as Ashton's Replat filed December 23, 1918 situate in the City of Tacoma, County of Pierce, Washington, at a point on said line 500 feet northwesterly from the easterly corner of said Block 1, thence parallel with the southeasterly line of Block 1, South 42° 44' 24" West, 910 feet, to the projected northeasterly line of Alexander Avenue as now laid out; thence on said projected line of Alexander Avenue South 47° 15' 36" East, 500 feet, to the southeasterly line of said Block (1), thence on said southeasterly line South 42° 44' 24" West, 120 feet to the southwesterly line of said Alexander Avenue, as now laid out; thence South 47° 15' 36" East on the southwesterly line of said Alexander Avenue, 1000 feet; thence South 42° 44' 24" West 200 feet; thence South 47° 15' 36" East, 150 feet; thence North 42° 44' 24" East, 200 feet, to a point on the southwesterly line of Alexander Avenue; thence South 47° 15' 36" East, on the southwesterly line of Alexander Avenue 1042.944 feet, more or less; thence on a curve to the right, having a radius of 210 feet a distance of 329.867 feet to the end of said curve, said point being on the northwesterly line of East Eleventh Street as now laid out and established; thence along said line of East Eleventh Street South 42° 44' 24" West, 560 feet; thence North 47° 15' 36" West, 4258.30 feet; thence North 24° 53' East 643.649 feet; thence North 13° 52' West 900 feet; thence North 35° 20' 20" East 698.009 feet; thence South 47° 15' 36" East, 2394.074 feet to the point of beginning.

TOGETHER WITH an easement for right of way for road purposes over a tract described as Tract No. 8 in judgment entered in Civil Cause No. 385 in the District Court of the United States for the Western District of Washington, Southern Division.

TOGETHER WITH a perpetual easement from the City of Tacoma, dated July 12, 1949 authorizing the Government to construct and maintain an underground electrical conduit across Alexander Avenue in Tacoma, Washington.

SUBJECT TO an easement in favor of the City of Tacoma for trunk or other water mains, electrical transmission and distribution lines on the westerly half of Alexander Avenue and the extension thereof as granted by Todd Dry Docks, Inc. by instrument recorded December 10, 1929 under Auditor's Fee No. 974080, records of Pierce County, Washington.

SUBJECT TO an easement, if any, in favor of Commercial Water Way District #1 for such slopes as may be required in excavating the Hylebos Water Way for maintaining same and the bulkhead therefor.

SUBJECT TO an easement for right-of-way for road purposes in favor of the Hooker Electrochemical Company over the northeasterly 50 feet of Alexander Avenue granted by Todd Dry Docks, Inc. by deed recorded May 6, 1937 under Auditor's Fee No. 1216185, records of Pierce County, Washington.

SUBJECT TO an easement granted to the Air Reduction Sales Company by instrument recorded May 1, 1942, Auditor's Fee No. 1299034, records of Pierce County, Washington to construct and maintain an 8-inch pipe line on and across Parcel "A" hereinabove described.

SUBJECT TO an easement granting the City of Tacoma, Washington the right to construct, maintain and operate a double track freight and passenger railway by instrument recorded December 10, 1929, Auditor's Fee No. 974080, Records of Pierce County, Washington.

SUBJECT TO an easement in favor of the Hooker Electrochemical Co. or Todd Dry Docks, Inc. for road right-of-way purposes over the property as described in Civil 385, U. S. District Court, Western District, Washington, dated July 20, 1942.

SUBJECT TO all easements of record or otherwise established.

PARCEL B - Commencing at the point of intersection of the extensions of the southeasterly line of East 11th Street and the Southwesterly line of Alexander Avenue; thence Southeasterly with said Southwesterly line of Alexander Avenue, 120 feet, more or less, to the Southeasterly line of Lot 26, Block 9 of State Land Commissioner's Replat of Blocks 13 - 48 both inclusive, Tacoma Tidelands (formerly in King County) commonly known as Ashton's Replat filed December 23, 1918 situate in the City of Tacoma, County of Pierce, Washington, said point being the true point of beginning; thence continuing Southeasterly with said Southwesterly line 1920 feet to a point; thence Southwesterly parallel to the Southeasterly line of East Eleventh Street, a distance of 670 feet to a point; thence Northwesterly parallel to the Southwesterly line of Alexander Avenue, a distance of 1040 feet; thence Northeasterly parallel to the Southwesterly line of East Eleventh Street a distance of 270 feet to a point; thence Northwesterly parallel to the Southwesterly line of Alexander Avenue, a distance of 880 feet to a point on the Southeasterly line of Lot 13, Block 9, said State Land Commissioner's Replat; thence Northeasterly with the Southeasterly line of Lots 13 through 26 inclusive, in said Block 9, 400 feet to the point of beginning, containing 24.08 acres, more or less.

SUBJECT TO a permanent non-exclusive easement (Noy(R)-49406) dated April 24, 1956 granted by the United States of America to Tacoma Harbor Lumber and Timber Company, Inc., Tacoma, Washington for a roadway and railroad spur over and across the northerly portion of Parcel B.

SUBJECT TO all easements of record or otherwise established.

PARCEL C - Commencing at a point of intersection of the prolongation of the southeasterly line of East Eleventh Street, and the northeasterly line of Alexander Avenue; thence southeasterly with the northeasterly line of Alexander Avenue, 120 feet to the southeasterly line of Lot 30, Block 9 of State Land Commissioner's Replat of Blocks 13 - 48 both inclusive, Tacoma Tidelands (formerly in King County) commonly known as Ashton's Replat filed December 23, 1918 situate in the City of Tacoma, County of Pierce, Washington, said point being the point of beginning; thence southeasterly with the northeasterly line of Alexander Avenue, 880 feet to a point; thence northeasterly parallel to the southeasterly line of East Eleventh Street, 400 feet to a point; thence northwesterly parallel to the northwesterly line of Alexander Avenue, 880 feet to the most easterly corner of Lot 43 of said Block 9; thence southwesterly with the southeasterly lines of Lots 43 through 30 inclusive, said Block 9, a distance of 400 feet, to the point of beginning, containing 8.08 acres, more or less.

as described
EXCEPTING, HOWEVER, the southeasterly 60 feet of Parcel 12 C in judgment Awarding Compensation as to such parcel in Civil Cause No. 467 ~~undescrited~~ in the District Court of the United States for the Western District of Washington, Southern Division; it being intended, however, that the Grantor conveys whatever interest in and to said southeasterly 60 feet which may be held by the Grantor as of the date of this instrument.

SUBJECT TO easements of record or otherwise established.

PARCEL D - Beginning at the City Monument in the intersection of Alexander Avenue and East Eleventh Street, thence North 47° 15' 36" West along the center line of Alexander Avenue 596 feet to a point; thence leaving Alexander Avenue parallel to East Eleventh Street, North 42° 44' 24" East a distance of 60 feet to the true point of beginning of this description; thence North 42° 44' 24" East, along the southeasterly side of Building 50 a distance of 920 feet, more or less, to the northeast corner of Building 50; thence North 17° 44' 24" East a distance of 77 feet, to a point; thence North 47° 15' 36" West, a distance of 230 feet, to a point; thence North 69° 23' West a distance of 250 feet, more or less, to the north line of property owned by the United States of America, line being the northwesterly line of the property acquired by the United States of America under Civil #447 in the District Court of the United States in and for the Western District of Washington, Southern Division, by final judgment dated March 29, 1944; thence South 42° 44' 24" West a distance of 900.83 feet, more or less, to a point on the northeasterly line of Alexander Avenue; thence South 47° 15' 36" East, along the northeasterly line of Alexander Avenue 496.94 feet, more or less, to the true point of beginning.

TOGETHER WITH a perpetual easement from the City of Tacoma dated July 12, 1949 authorizing the Government to construct and maintain an underground electrical conduit across Alexander Avenue in Tacoma, Washington.

SUBJECT TO easements of record or otherwise established.

PARCEL E - Beginning at a point which is the most southerly corner of Block 6A of the State Land Commissioner's Replat, Blocks 13 to 48, both inclusive, of Tacoma Tidelands (formerly in King County), filed under date of December 23, 1918, commonly and generally referred to as Ashton Replat, said point being on the northwesterly edge of East Eleventh Street, as now laid out in the City of Tacoma, which is the true point of beginning of this description; thence

along the northwesterly boundary line of East Eleventh Street South 42° 44' 24" West a distance of 727.803 feet to a point; thence North 47° 15' 36" West a distance of 456 feet, more or less, to a point, which point bears South 42° 44' 24" West a distance of 780.55 feet, more or less, from the most easterly corner of the Commissioning Pier as now constructed; thence North 42° 44' 24" East a distance of 780.55 feet, more or less, to a point which is on the most easterly corner of the Commissioning Pier as now constructed; thence South 69° 23' East a distance of 233.167 feet, more or less, to the most northerly corner of said Block 6A; thence South 42° 44' 24" West a distance of 140.982 feet to the most westerly corner of Block 6A; thence South 47° 15' 36" East 240 feet to the point of beginning.

SUBJECT TO an easement granted to Puget Sound Power & Light Co. to construct, erect, operate and maintain an electrical transmission and distribution line over and across said premises by instrument recorded December 5, 1928, under Auditor's Fee No. 927959, records of Pierce County, Washington.

SUBJECT TO easements of record or otherwise established.

TOGETHER WITH the Government owned improvements and facilities located on the above-described parcels A, B, C, D and E.

TOGETHER WITH the following Government-owned improvements not located on the parcels and for which no land rights are hereby granted:

1. The sewage system located between Parcels "D" and "E" which serves Building 50 and empties into Hylebos Waterway.
2. The domestic water and fire main systems located between Parcels "D" and "E" which serve Building 50.
3. The 2-inch water line connected to the water meter located immediately east of the intersection of Alexander Avenue and East Eleventh Street; thence running southeasterly and serving Parcels "C" and "B".
4. The 13 water meters and boxes which serve the five parcels conveyed herein located within the City of Tacoma rights-of-way of Alexander Avenue and East Eleventh Street.
5. The southwest 1/5 (one-fifth) of Pier #4 extending into Port Industrial (Wapato) Waterway.
6. That portion of Pier #1 which extends beyond the boundaries of the perimeter description of Parcel A.

Certain property located upon the above described parcels is not owned by the Grantor and no rights to such property are transferred by this instrument. Such property includes the following:

1. The following described property owned by the City of Tacoma, Department of Public Utilities:
 - (a) All items within the fenced area comprising the City of Tacoma, Department of Public Utilities, Switching Station located southeasterly of Building #325.

- (b) The 13.8 KV pole line serving the switching station referred to in paragraph (a) above and connected to Substation #1 located at Building #556.
 - (c) Oil circuit breaker, 3-1000 KVA Transformers, high and low voltage bus and supporting structure plus lightning arresters located at Building #556.
 - (d) The 13.8 KV lead connected to the City of Tacoma Department of Public Utilities Switching Station and terminating at the Government steel pole serving the Government-owned Substation #2 at Building #411.
 - (e) The 13.8 KV pole line originating on East 11th Street and terminating on a pole within Substation #4 at Building #51 as presently located.
- 2. Telephone facilities owned by the Pacific Telephone and Telegraph Company.
 - 3. Protection devices and wire connections owned by the American District Telegraph Company.

For the same consideration, the Grantor hereby grants, bargains, sells and conveys to the Grantee all the Grantor's interest in and to the personal property and equipment located upon the above described real property which is included in the surplus inventory of the General Services Administration for disposal. Grantor will furnish the Grantee such further assurances of the transfer of title to said personal property as may be reasonably requested by the Grantee.

The provisions entitled "National Security Clause" and Appendix "A" thereto (which are attached to this instrument) are by this reference thereto incorporated herein and made a part hereof.

TO HAVE AND TO HOLD the Property together with all the privileges and appurtenances thereto belonging, unto Grantee, its successors and assigns, forever, upon the terms and conditions herein contained.

Grantor knows the condition of the Property and no representation or warranty is made by Seller with respect to such condition; it being understood that the Grantee is purchasing the Property on an "as is, where is" basis.

The Property was acquired by the United States of America by condemnation in Civil Causes numbered 385, 447, 467, 483, 494 and 571, all in the District Court of the United States for the Western District of Washington, Southern Division, and by purchase from Todd Shipyards Corporation by deeds dated March 12, 1948 (corrected September 8, 1948) and May 29, 1945 and was both duly determined to be surplus to the needs and requirements of the United States of America and assigned

to General Services Administration for disposal pursuant to authority contained in the said Federal Property and Administrative Services Act as amended, and applicable orders and regulations promulgated thereunder.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed
as of January 1, 19 60.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

(CSA SEAL)

By / s / C. E. Ocamb
Chief, Disposal Branch
Acquisition and Disposal Division
Public Buildings Service

STATE OF WASHINGTON)
COUNTY OF KING) ss

On this 29th day of December 19 59, before the undersigned, a Notary Public in and for the State of Washington, personally appeared C. E. Ocamb, to me known to be the

Chief, Disposal Branch, Acquisition and Disposal Division, Public Buildings Service, General Services Administration, and to me known to be the individual described in and who executed the foregoing instrument and who under oath stated that he was duly authorized, empowered and delegated by the Administrator of General Services to execute the said instrument and acknowledged the foregoing instrument to be his free and voluntary act and deed, acting for and on behalf of the Administrator of General Services, acting for and on behalf of the United States of America, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate above written.

/s/ Robert Douglas Green

Notary Public in and for the State of
Washington, residing at Seattle

(NOTARIAL SEAL)

Naval Industrial Reserve Shipyard
Bacon, Washington
(DoD #42, GSA Control No. N-Wash-595)

NATIONAL SECURITY CLAUSE

Whereas, the Secretary of Defense pursuant to section 4 (1) of the National Industrial Reserve Act of 1948 (Public Law 683, 80th Congress) has designated the premises hereby conveyed a part of the National Industrial Reserve for shipbuilding and ship repair and, whereas, pursuant to section 4 (4) of that act, it has authorized their disposal subject to a National Security Clause formulated in accordance with that Act; and therefore, in consideration of their respective obligations under this instrument, the parties hereto, for themselves, their heirs, successors, and assigns, do hereby enter into the terms, covenants, and conditions hereinafter set forth which shall, together with this paragraph, be collectively known and referred to as the National Security Clause.

ARTICLE I. Definitions. For purposes of this Clause the following definitions will apply:

(a) The term "premises" means the property transferred by this instrument.

(b) The term "assigned function" means the function for which the premises have been designated a part of the National Industrial Reserve or for which they may be hereafter redesignated under Article II hereof.

(c) The Clause will apply to all land transferred, and also to all items of facilities, machinery and equipment listed in appendix "A" (which are hereinafter collectively referred to as the facilities), attached hereto and hereby made a part hereof.

ARTICLE II. Maintenance. The Grantee hereby covenants and agrees that it will maintain the facilities in such manner that they can be placed within a period of 120 days, in a condition adequate to perform the assigned function of the premises.

In addition, the Grantee covenants and agrees,

(a) That it will maintain in accordance with sound practice in the industry, normal wear and tear excepted, that part of the facilities necessary for the assigned function of the premises which is actively being used in its current operations.

(b) That it will not make any alterations to the facilities which would impair performance of the assigned function of the premises, unless such such alteration can be restored in a period of 60 days or less and the sum total thereof restored in 120 days or less; and

National Security Clause - Continued

(c) That it will not dispose of any production equipment, or any machinery and equipment transferred as a part of the premises by this instrument, the disposal of which would impair performance of the assigned function of the premises, unless the items so disposed of are immediately replaced with equivalent items.

(d) That it will not make any alteration to or construction on the land area (i) where building ways previously existed and (ii) where Pier 4 is located, which would impair the utilization of such area for the rebuilding of new ways and a new pier.

Provided, However, that nothing herein contained shall prevent the Grantee from relocating any machinery or equipment within the premises for the purpose of improving operating efficiency or increasing productive capacity so long as the standards of care set forth above are continuously observed.

ARTICLE III. Defaults - (a) Inspections. The Grantee and the Government mutually covenant and agree that the latter may, after reasonable prior written notice to the Grantee, inspect the facilities for the purpose of determining whether the Grantee is in default on its obligations under this Clause.

(b) Determinations of default. If, as a result of such inspection, the Government adjudges the Grantee in default, it shall furnish the latter a written statement setting forth in detail the grounds on which the allegations are based, following which the Grantee shall have thirty days to submit evidence to the contrary. If in the light of the evidence so presented, the Government still holds that the Grantee is in default, it shall then advise the latter of the specific defaults to be corrected and the periods of time in which each correction must be completed, such periods to be as reasonable as possible.

(c) Repairs by the Government. In the event the Grantee fails to correct its defaults in the times stated, the Government shall then have the right to enter the premises for the purpose of correcting the defaults; and the Grantee, or its sureties, will reimburse the Government for all costs incurred by the Government in making such corrections. The Government, or any contractor employed by the Government for the purpose, shall have such right of access to the premises or any part thereof as may be necessary to permit such repairs or replacements.

ARTICLE IV. Government utilization - (a) Negotiation of contract. The Grantee and the Government mutually covenant and agree that, whenever the Government considers the productive capacity of the facilities necessary for national security purposes, they will jointly undertake to negotiate a contract for the Grantee to furnish from the facilities the materials or services for which the premises are designated a part of the National Industrial Reserve.

National Security Clause - Continued

(b) Repossession. The Grantee hereby covenants and agrees that, in the event the Government determines such a contract is not feasible, or that the Grantee is not qualified to furnish the materials or services required, or that a mutually satisfactory contract cannot be negotiated, the Grantee will turn over to the Government full possession of the premises together with all facilities, structures, improvements, easements, rights-of-way, and other interests appurtenant thereto (including all rights-of-way over and across other property of the Grantee necessary or convenient to the operation or use of the facilities) for such time as the Government deems necessary for national security purposes. The Government's rights to such possession and usage shall vest on the date set by it in written notice to the Grantee, which date shall be not less than 15 days from the date of notice thereof, and shall expire on the termination date of this National Security Clause as provided for in Article XI below.

(c) Withdrawal by the Grantee. The Grantee hereby covenants and agrees that, upon the date set for transfer of the premises to the Government, it will immediately undertake to restore such alterations made by it and to remove such improvements, fixtures, machinery and other equipment installed by it as the Government may direct, such undertaking to be completed in the shortest possible time, but in no event to exceed 120 days from the date of repossession unless otherwise agreed upon between the Grantee and the Government. Thereafter, the Grantee shall have no further right to enter the premises during the period of Government possession except with the prior consent of the latter. During any period of Government possession, the premises may be used, occupied, or operated for or on behalf of the Government by any Government department, agency, agent or by any tenant, contractor, or subcontractor of the Government.

ARTICLE V. Compensation. The Government hereby covenants and agrees that, upon any repossession under IV(b) above, it will pay the Grantee:

(a) At the time of repossession. (1) Fair and reasonable compensation for all losses, not including loss of profits, incurred by the Grantee or its assignees in respect of work in process in the premises which cannot be completed because of repossession by the Government.

(11) Fair and reasonable costs incurred by the Grantee or its assignees in complying with Article IV(c).

(b) During each period of possession. (1) Fair and reasonable compensation for the use of the premises as agreed on by the parties hereto at a rate not in excess of prevailing rental for similar properties.

(11) Fair and reasonable compensation for the use of any production equipment as agreed on by the parties hereto at a rate not in excess of prevailing rental for similar properties.

(c) Upon termination of each period of possession. Fair and reasonable costs incident to reinstallation of machinery and equipment removed from the premises and restoration of the premises to their condition to the date of repossession by the Government, reasonable depreciation excepted.

National Security Clause - Continued

any failure of the parties to reach agreement as to what amounts are fair and reasonable under this Article shall be deemed a dispute of fact within the meaning of Article XIII hereof.

ARTICLE VI. Insurance. The Grantee hereby covenants and agrees that the proceeds of any insurance which is required of the Grantee by the terms of this instrument, or by any other agreement between it and the Government, to be placed on the premises or any part thereof will be applied, upon damage to or destruction of the premises by fire or other insurable casualty, to a restoration of the property, unless the Grantee is expressly released from such obligation by the Government.

ARTICLE VII. Subsequent Encumbrances. The Grantee hereby covenants and agrees not to sell, lease, mortgage or otherwise encumber the facilities without expressly making such sale, lease, mortgage, or encumbrance subject to the provisions of this National Security Clause for the remainder of the term.

ARTICLE VIII. Parties. The Grantee and the Government mutually agree that the latter, in exercising its rights and carrying out its obligations under this National Security Clause, shall act through the Secretary of Defense or such departments, agencies, or individuals as he may designate, which may include, without limitation, the Assistant Secretaries of Defense (S and Z) and (P and I), the Departments of the Army, Navy, or Air Force, or the General Services Administration. References in this National Security Clause to the Government shall be deemed to refer as appropriate to the Secretary of Defense or such departments, agencies, or individuals as he may designate.

ARTICLE IX. Re-designation of Persons and use of facilities. The Government hereby covenants and agrees that, upon a petition by the Grantee for a change in the assigned function of the premises, it will re-evaluate the defense potential of the premises, both for the purposes for which they are designated for inclusion in the National Industrial Reserve and those for which it is requested they be redesignated, and will, if it deems the interests of national security are best served thereby, and upon sanction by the Grantee of whatever consideration may be requested, change their designation to that requested by the Grantee. Conversely, the Government may, on its own initiative, recommend a re-designation to the Grantee which, if acceptable to the latter, shall be put into effect. Re-designations under this paragraph may be made only by written instrument and may not be requested by the Grantee more often than once in 6 months.

ARTICLE X. Reconsideration or amendment of the National Security Clause. The Government hereby covenants and agrees that, upon a petition by the Grantee for a reconsideration of the particular applicability of any of the terms, conditions, reservations or restrictions of the National Security Clause, the Government will, if it deems the interest of national security

National Security Clause - Continued

are best served thereby, modify or amend the Clause to the degree it seems fit upon tender by the Grantee of whatever consideration may be requested. Conversely, the Government may, on its own initiative, recommend modifications or amendments to the Grantee, which, if acceptable to the latter, shall be put into effect.

ARTICLE XII. Termination or revocation of the National Security Clause. The Government and the Grantee mutually covenant and agree that their respective obligations under this National Security Clause, except those of the Grantee to reimburse the Government under Article III, or of the Government to furnish compensation under Article V, and except as may be otherwise specified herein, shall terminate 10 years following the date of this instrument or, in the event the Government is in possession at that time in accordance with Article IV(b), upon release of possession by the Government to the Grantee;

Provided, however, that the Government, at its own election, or upon a petition by the Grantee, may reconsider the necessity for continuing all or any part of the Clause in effect and shall, in the event it determines such necessity no longer exists, and upon tender by the Grantee of whatever consideration may be requested, revoke the Clause, in whole or in part, by executing and delivering to the Grantee a release, quitclaim deed, or whatever instrument is necessary to remove the encumbrance of the Clause, or of a part thereof, from the facilities.

ARTICLE XIII. Covenants. It is the intention of both the Grantee and the Government that these covenants shall run with the land and bind subsequent purchasers of the premises hereby conveyed; Provided, however, That the Grantee shall not be liable for any violation of said covenants by subsequent owners of the premises.

ARTICLE XIII. Disputes. Disputes on questions of fact which cannot be resolved by agreement of the parties shall be decided by the Secretary of Defense or the instrumentality duly and expressly designated by him, whose decision shall be final and conclusive. In connection with any proceeding under this Article, the Grantee shall be afforded an opportunity to be heard and to offer evidence in support of its own case. Pending final decision of a dispute hereunder, the Grantee shall proceed diligently with the performance of its obligations under the Clause.

ARTICLE XIV. Recordation. The Grantee shall forthwith cause this instrument to be duly recorded and shall furnish satisfactory evidence of such to the Government.

ARTICLE XV. Saving provision. The Grantee and the Government mutually covenant and agree that nothing in this Clause shall be construed as affecting obligations of the Grantee under any other provisions of this instrument, except that, in any cases of inconsistency or ambiguity, the provisions of this National Security Clause shall, to the extent that they impose greater obligations on the Grantee, be deemed controlling.

NAVAL INDUSTRIAL RESERVE SHIPYARD

Tacoma, Washington (N-Wash-775)

Disposal of the Following Facilities is Subject to
National Security Clause Requirements

Listing of Navy Class 2 Property Record Cards

CARD NO.	STRUCTURE NO.	DESCRIPTION
2-00007	90	Warehouse and Office Building
2-00014	203	Cascade Warehouse
2-00016	205	Heating Plant #8
2-00017	206	Time Gate #10
2-00018	207	Guard House, Gate 10
2-00019	208	Heating Plant #9
2-00020	209	Office Building
2-00026	321 and 323	Warehouses and Barracks
2-00027	322	Heating Plant
2-00031	331	Administration Building
2-00032	333	Fire Station
2-00035	341	Machine Shop
2-00036	343	Acetylene Generator House
2-00039	356	Transformer and Switch Shed
2-00040	361	Heating Plant #3 and Paint Locker
2-00043	365	Vault and Paint Storage
2-00044	381	Shop Building - Rigger Loft
2-00045	391	Public Works Shop Building

Listing of Navy Class 2 Property Record Cards - Continued

CARD NO.	STRUCTURE NO.	DESCRIPTION
2-00050	397	Warehouse
2-00052	399	Office Building
2-00053	406	Toilet Building
2-00054	407	Steel Shed "B"
2-00055	409	Wash Room
2-00056	411	Substation #2
2-00057	420	Transformer Shed and Compressor #9
2-00063	510	Mess Hall
2-00064	512	Navy Exchange
2-00067	520	Assembly Building
2-00072	529	Central Heating Plant
2-00073	532	Steel Shed "A"
2-00074	534	Oxygen Shed
2-00076	540	Office Building
2-00078	544	Maid Loft
2-00080	546	Heating Plant
2-00081	547	Transformer and Switch Shed
2-00082	548	Acetylene Generator Building
2-00090	576	Rigger and Sailmakers Loft
2-00091	580	Warehouses and Offices
2-00092	582	Transformer Shelter
2-00095	585	Transformer and Switch Shed
2-00096	587	Transformer and Switch Shed

APPENDIX "A"

Listing of Navy Class 2 Property Marking Cards - Continued

CARD NO.	STRUCTURE NO.	DESCRIPTION
2-00097	988	Shop Building
2-00101	992	Office and Warehouse
2-00102	993	Transformer and Compressor Shed
2-00104	996	Paint Shop
2-00106	981	Pier #1
2-00107	982	Pier #2
2-00108	983	Pier #3
2-00111		Security Fencing and Walls
2-00112		Elevated Water Tank
2-00113		Elevated Water Tank
2-00114		Water Distribution System
2-00115		Combined Sewer
2-00117		Bulkheads
2-00118	335	Substation #3 and Compressor #10
2-00119	344	Substation #3A
2-00120	386	Substation #5
2-00121	336	Substation #1
2-00122		Steam Distribution System
2-00123		Electrical System
2-00125		North T Pier
2-00126		South T Pier
2-00128	389	Transformer Vault
2-00129	389	Boats

EXHIBIT "A"

Listings of Navy Plans & Inventory Record Cards - Continued

CARD NO.	STRUCTURE NO.	DESCRIPTION
2-00130	309	Open Storage Area, Bulk
2-00131	309	Parking Area
2-00132	330	Fuel Oil Pumping Station
2-00133	330	Fuel Oil Distribution Line (Signaline)
2-00141	597	Crane Trackings
2-00142	597	Railroad Trackings
2-00146	323	Theater, Messengers and Barracks

APPENDIX "A"

NAVAL INDUSTRIAL RESERVE SHIPYARD

Tacoma, Washington (N-Wash-595)

Disposal of the Following Machinery and Equipment
is Subject to
National Security Clause Requirements

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.	TYPE
91315-001573	Bar, Boring
91315-000049	Bending Machine, Brake, Press, Dreis and Krump
91315-000056	Bending Machine, Pipe, Wallace
91315-001758	Bending Machine, I Beam, Horizontal, Hilles and Jones
91315-001084 thru 001809	Blower, Low Pressure, Sawyer Electrical
91315-000073	Blower, Saw Dust
91315-001210 thru 001228	Blower, Whipple, Coppus Engineering
91315-001037 thru 001050	Blower, Ventilation, Western Blower
91315-001229 thru 001247	Blower, Ventilation, Sawyer Electrical
91315-001433 thru 001438	Blower, Ventilation, Sawyer Electrical
91315-001520 thru 001529	Blower, Ventilation, Coppus Engineering
91315-001532 thru 001547	Blower, Ventilation, Coppus Engineering
91315-000229	Boiler, Birchfield Boiler
91315-000453	Brake, Bending, Cincinnati Shaper
91315-000468	Bucket, Clay Shell, Oven Bucket

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000090	Bending Machine, Brake, Press, Drills and Krump
91315-000491	Burner, Oil, Ray Oil Burner Co.
91315-000492	Burner, Oil, Ray Oil Burner Co.
91315-000954	Burner, Oil, Marathon Electric
91315-001832 thru 001842	Clock, Time, I.B.M.
91315-000238 thru 000842	Compressor, Reciprocating, Gardner Denver
91315-000843	Compressor, Reciprocating, Chicago Pneumatic Tool
91315-000844	Compressor, Reciprocating, Chicago Pneumatic Tool
91315-000845	Compressor, Reciprocating, Chicago Pneumatic Tool
91315-000846 thru 000848	Compressor, Reciprocating, Gardner Denver
91315-000658	Compressor, Spray Painting, Rinks
91315-000649	Crane, Bridge, Eider Engineering
91315-000736	Crane, Bridge, Eider Engineering
91315-000785 thru 000787	Crane, Bridge, Eider Engineering
91315-000671	Crane, Jib, Manning Maxwell
91315-000672 thru 000675	Crane, Jib
91315-000745	Crane, Jib (No hoist attachment)
91315-000746	Crane, Jib (No hoist attachment)
91315-000747	Crane, Jib
91315-000748	Crane, Jib, Manning Maxwell

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.	TYPE
91315-000749	Crane, Jib
91315-000750	Crane, Jib
91315-000779	Crane, Jib
91315-000780	Crane, Jib
91315-000788	Crane, Jib
91315-000789 thru 000798	Crane, Jib
91315-000813 thru 000815	Crane, Jib
91315-000930 thru 000934	Crane, Jib
91315-000940	Crane, Jib
91315-000946	Crane, Jib
91315-000943	Crane, Monorail, Robbins and Meyers
91315-000784	Crane, O.E.T., Pawling & Bransichfeger
91315-000799	Crane, O.E.T., Ederer Engineering
91315-000897 thru 000906	Crane, O.E.T., Robbins
91315-000908 thru 000913	Crane, O.E.T., Ederer Engineering
91315-000914	Crane, O.E.T., Sprague Electric Hoist
91315-000915 thru 000918	Crane, O.E.T., Ederer Engineering
91315-000942	Crane, O.E.T., Cleveland Crane
91315-000954	Crane, O.E.T., Ederer Engineering
91315-000955	Crane, O.E.T., Miles Tool

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000928	Crane, Overhead Traveling, Manning
91315-000929	Crane, Overhead Traveling, Manning
91315-000592	Crane, Overhead Traveling, Milwaukee Hoisting Crane Corp.
91315-000938	Crane, Overhead Trolley
91315-000939	Crane, Overhead Trolley
91315-000189	Crane, Overhead Traveling, Barnishfeger
91315-000190	Crane, Overhead Traveling, Barnishfeger
91315-001682	Crane, Revolving Portal, American Hoist
91315-000140	Crane, Trolley, Wright
91315-000141	Crane, Trolley, Wright
91315-000676 thru 000680	Crane, Trolley, Manning
91315-000703	Crane, Trolley, Manning
91315-000704	Crane, Trolley
91315-000705	Crane, Trolley
91315-000250 thru 000254	Crane, Whirley, Washington Iron Works
91315-000255 thru 000261	Crane, Whirley, Clyde Iron Works
91315-000262	Crane, Whirley, Washington Iron Works
91315-000263 thru 000265	Crane, Whirley, Clyde Iron Works
91315-000588 and 91315-000589	Crane, Whirley, #1, Clyde Iron Works
91315-000590	Crane, Whirley #10, Washington Iron Works

APPENDIX "A"

List of Navy Class 1 Machinery Record Cards

NAVY INDEX NO.

TYPE

91315-000701	Cross, Shrinker, Clyde Iron Works
91315-001696 and 001700	Cross, Shrinker, American Steel
91315-000730	Drill Press, Radial, Feedick
91315-000738	Drill, Radial, American Steel
91315-000739	Drill, Radial, American Steel
91315-000012	Drilling Machine, Radial, Whitcomb Gilbert
91315-000662	Drill Press, Radial, Feedick
91315-000742	Drill, Radial, Feedick
91315-000923	Facing Machine, Portable, Otis Press
91315-000575 thru 000577, 000581, 000306 & 001442	Fan, Radial Flow, Stewart Co.
91315-000670	Flange, Facing Machine, Barrett
91315-000802	Forming Machine, Ringing Machine
91315-000776	Forming Machine, Ringing Machine
91315-000625	Forming Machine, Ringing Machine
91315-000817 and 000818	Forming Machine, Ringing Machine
91315-000925	Forming Machine, Ringing Machine
91315-001730 thru 001736	Forming Machine, Ringing Machine
91315-001707	Forming Machine, Ringing Machine
91315-000803 and 000804	Forming Machine, Ringing Machine
91315-000825	Forming Machine, Ringing Machine
91315-000334	Forming Machine, Ringing Machine

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000335, 000341, Generator, Motor, Ideal Electric
000342, 000346, 000347,
000352, 000353, 000364,
and 000365

91315-000368 Generator-Motor, Ideal Electric

91315-000376, Generator-Motor, Ideal Electric
000379, 000395
thru 000398,
000409, 000410,
000415, 000416,
000424, 000425,
000427 and 000428

91315-000683 Generator-Motor, Westinghouse

91315-001681 Generator-Motor, Reliance (Motor) Electric Products (Generator)

91315-001765 Generator-Motor, Ideal Electric

91315-002774 Generator-Motor, Westinghouse

91315-000668 Grinder, Feed, Buckett Mfg.

91315-000666 Grinding Machine, Main External Section

91315-000607 Grinding Machine, Main External Drive & Gears

91315-000600 Grinding Machine, External Main Lead Spool

91315-000603 Grinding Machine, Feed, Cover

91315-000774 Hooper, Hanging, Air, Mechanical Laddell

91315-001975 Jack, Hydraulic, Mfg. RA

91315-001001 Lathe, Engine, American Tool, 16" x 4'

91315-001823 Lathe, Bench, Atlas Press, Mod. 6307, 12" x 36"

91315-000001 Lathe, Engine, American, 20 3/4" x 19"

91315-000801 Lathe, Vertical, Sargent, Ballard, 36"

91315-000002 Lathe, Engine, American, 20 5/8" x 18"

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.	TYPE
91315-000273	Lathe, Engine, Axelson, 16" x 54"
91315-000272	Lathe, Engine, Axelson, 16" x 78"
91315-000686	Lathe, Turret, Oisholt, Model 11, 2 1/2" dia bar, 19 1/2" swing
91315-000737	Lathe, Turret, Oisholt, Model 11, 2 1/2" dia bar, 19 1/2" swing
91315-000003	Lathe, Engine, Hendly, 18" x 54"
91315-000004	Lathe, Engine, Hendly, 18" x 54"
91315-000271	Lathe, Engine, Hendly, 16" x 54"
91315-000727	Lathe, Engine, LeBlanch, 32" x 19'
91315-000728	Lathe, Engine, LeBlanch, 36" x 19'
91315-001000	Lathe, Engine, Lodge & Shipley, 30" x 8'
91315-000725	Lathe, Engine, Meckentisch, 62" x 45'
91315-000999	Lathe, Engine, Oliver, 16" x 4'
91315-000729	Lathe, Turret, Warner Swasey M-510, 20" swing, 3 1/4" bar dia
91315-000660	Lift, Auto, Globe Moist
91315-000269	Milling Machine, Universal, Horizontal Brown & Sharpe, #3A std, 34" table Travel
91315-000010	Milling Machine, Universal, Horizontal Brown & Sharpe, #2, 33" table Travel
91315-000011	Milling Machine, Plain, Standard, Brown & Sharpe, #2B, 40" table Travel
91315-000475	Milling Machine, Plain, 52" table Travel, Kempsmith Machine
91315-001560	Milling Machine, Portable, Facing

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000726	Planer, Outside, Hyd., Rockford Machine
91315-000065	Planer, Surface, Wood, Solem Machine
91315-001855	Planer, Woodworking, Yates American
91315-000751	Press, Hydraulic, 680 Ton, 32" Stroke, Danison Engineering
91315-000033	Press, Incluable, 45 Ton, 3" Stroke, Niagara Machine & Tool Works
91315-001816	Print Machine, Dry Developing, Ozalid
91315-000150 thru 000159	Pump, Sump, Portable, 25 GPM, 160' Lift 125 GPM, 50' Lift, Chicago Pneumatic Tool
91315-000160 thru 000166	Pump, Sludge, Portable, 65 GPM at 50' Head, 20 GPM at 200' Head, 200 lb air, Chicago Pneumatic Tool
91315-000638 thru 000639	Pump, Reciprocating, 8 lbs PSI suction Size 9 x 6 x 12, Feed water pumps for boilers, Dean Bros.
91315-000149, 000211, 000212, 000623, 000624, 0001051 and 0001052	Pump, Sump, Portable, Independent Pneumatic, Model 4560, 2 1/2" outlet
91315-000034	Punch, Barret Station, Weidmann Model 241F, 3/16" to 1 1/2" mild steel, 24" throat
91315-000035	Punch and Shear Combination, Handley & Whitmore Co.
91315-000752	Punch & Shear, Cleveland Punch, 1" hole, 3/4" plate
91315-000701	Punch, Horizontal, Single End 1" hole in 1" plate, Doty
91315-000451	Riveting Machine, Pneumatic, Hanna Engineering, 30 tons, 15" reach
91315-000452	Rolls, Banding, Pope Machinery
91315-000045	Roll, wrapping, Niagara, 10 gauge, 4' wide, 4" dia, rolls, 3 rolls
91315-000055	Rev, Band, Metal, Armstrong-Elum Model 8, 18" x 18" capacity

APPENDIX "A"

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000110	Saw, Band, Metal, Armstrong-Klum Model #8, 18" x 6" capacity
91315-000197	Sawing Machine, Band, Metal, Doall 10" thick stock
91315-000014	Saw, Band, Metal, Tannevits Works 8" high x 12" wide square maximum
91315-000067	Saw, Band, Wood, Tannevits Works Type CM, 18" x 35" Tannevits
91315-000068	Saw, Circular, Rip, Woodworking, Tannevits, 16" blade dia, 26" wide 6" thick stock
91315-001296	Scale, Platform, 5000 Lbs, Toledo Scale, Model 9320
91315-001797	Scale, Truck, Platform, 49,000 Lbs. Toledo Scale, Model 6951 CB
91315-000008 and 000270	Shapers, Cincinnati, 24", heavy duty
91315-000732	Shaper, 36", heavy duty, Cincinnati
91315-001774	Shaper, Head Traversing, 24", Single Head, Cincinnati
91315-000733	Shaper, 20", Ohio Machine Tool Co.
91315-000731	Shaper, Rockford, open side, Hydraulic 36" stroke, 48" table
91315-000048	Shear, Squaring, Power Operated, 1/8" x 10" mild steel, Niagara Machine & Tool Works, Model K110
91315-000733	Shear, 1" Plate, Plain, Power, Mfg. NA
91315-000957	Winding Machine, copper pipe, 10 1/2" dia Mfg. NA
91315-000193 000196, 000198 000199, 000274, 000734, 000735 000820 thru 000896, 000935 thru 000937, and 001005	Slabs, Bending, Single 60" x 60" x 5/8" Mfg. NA
91315-000664	Slab, Bending, Consisting of 12 Slabs 60" x 60" x 5/8" each

APPENDIX "A"

Listing of Navy Class 1 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000775	Slab, Sanding, Consisting of 2 Slabs 60" x 60" x 3/4" each
91315-000777	Slab, Sanding, Consisting of 80 Slabs 60" x 60" x 3/4" each
91315-000816	Slab, Sanding, Consisting of 135 Slabs 60" x 60" x 3/4" each
91315-000819	Slab, Sanding, Consisting of 49 Slabs 60" x 60" x 3/4" each
91315-000809	Slotter, 8 Strokes, Rockwell Machine Model 30A
91315-000740	Slotter, 30" Stroke, Rockwell Machine Model 40
91315-000963	Tank, Oil, Mfg. NA, 11,000 Gal. Capacity
91315-000964 thru 000967	Tanks, Oil, Capacity 25,000 Gal. Mfg. NA
91315-000823	Threading Machine, Bolt, 1/8" to 2" on Bolts, and spindle, Loring Machine Co.
91315-000866	Threading Machine, Bolt & Pipe 1/16" to 2 1/2" bolts, Acme Machinery
91315-000878	Threading Machine, Pipe, Ten Spindles, 1/8" to 2" pipe, Loring Machine Co.
91315-000879	Threading Machine, Pipe, Single Spindle 2 1/2" to 6" pipe, Cater Mfg. Co.
91315-000877	Threading Machine, Pipe, Two Spindles 2 1/2" to 6" pipe, Cater Mfg. Co.
91315-001335 and 001337	Trailer, General Purpose, 40 Ton, Model Pipe & Tank Co.
91315-000805 thru 000807	Transformer, 333 KVA
91315-000809 000810, 000812	Transformer, 3333 KVA
91315-001576	Welder, Arc, 1400 Amps, Westinghouse, Style 106223-C
9131-00097, 00099, 00090, 00091, 00098 thru 000910	Compressor, Air, Reciprocating, Portable, Ingersoll Model 210 C, 210 CFM at 100 PSI

APPENDIX X

Listing of Navy Class 3 Property Record Cards

NAVY IDENT. NO.

TYPE

91315-000948	Winch Electric, 6 Tons, Baker Iron
N-42-00634	Crane, Crawler, 15 Tons at 15' radius Full revolving type, Northwest Engineering Model #6
N-46-00372	Road Roller, 3,000 Lbs., 24" Roller, Sheval Supply Co., Model #151
N-48-02347	Tractor, Crawler, Hydraulic Controls Bucyrus Erie Co. Model #D18
N-61-02430	Car, Railway, Flat, 120,000 Lbs., 144,000 Lbs. load limit, standard gauge, Mfg. NA
N-61-02431	Car, Railway, Flat, 100,000 Lbs., load limit 120,000 Lbs., standard gauge, Mfg. NA
N-61-02432	Car, Railway, Flat, 140,000 Lbs., load limit 160,300 Lbs., standard gauge, Pacific Car & Foundry Co.
N-61-02433	Car, Railway, Gondola, 40,000 Lbs., standard gauge, Pacific Car & Foundry Co.
N-65-00231	Locomotive, RR, standard track gauge 4' 8 1/2", Pate Root Health Co.
N-64-00207	Crane, Locomotive, 30' boom, Ohio Locomotive Crane Co.
N-97-05346	Griller, Grease Lubrication, Gray Company, Model GU 225
No Ident. No.	Loading Slip (inserted in Hdg. 203) 5' x 5'

APPENDIX "A"

SEA 8/17/99

Region 10
Seattle 4, Washington

December 16, 1959

In reply refer to: 10PRD
N-Wash-595

Mr. M. S. Erdahl
503 Rust Building
Tacoma, Washington

Dear Mr. Erdahl:

The draft of the Quitclaim Deed and Bill of Sale conveying the National Industrial Shipyard, Tacoma, Washington, to the Port of Tacoma is enclosed for your review prior to execution by this Administration.

In the absence of objections to the sale by the Committees of Congress, this office has been authorized to execute and deliver the deed to the Port of Tacoma pursuant to the sales agreement between General Services Administration and the Port of Tacoma. It will be noted that the conveyance of title is subject to the National Security Clause restrictions as attached to the sales agreement.

The Reserve area retained by the Government will need water service in the area of the outfitting pier which is served through facilities that are being acquired through the attached deed by the Port of Tacoma. Also the sewer system serving the Reserve area is serviced by the sewer system being acquired by the Port of Tacoma. It is hoped that the Port of Tacoma and the Department of the Navy will be able to arrange on a satisfactory basis for the continuation of these services. The deed by the last paragraph on Page 4 of the draft reserves a permanent easement to the Government for the use of these two systems. The right by the Government for this use will be exercised only in the event the Port of Tacoma or a future owner is not willing to supply these services.

Water lines and sewer lines serving Building 50 are located in the 50 foot strip easterly of Building 50 which is retained by the Government. It will be necessary that the Port of Tacoma secure a permit from the Department of the Navy for the use of this land. The Department of the Navy did not report this land with the remainder of the yard, therefore, General Services Administration has no authority to grant use thereof.

Mr. M. S. Erdahl

As stated above, this office is authorized to convey the title of this property to the Port of Tacoma on or after December 24, 1959. It is suggested that the effective date of transfer will be January 1, if this is convenient with the Port of Tacoma. This date best suits the Government Agencies involved. If this does not meet with the approval of the Port of Tacoma, it is suggested that an alternate be suggested.

Please advise if we can be of any further service regarding the contents of the deed.

Sincerely yours

C. E. OCAMB
Chief, Disposal Branch
Public Buildings Service

Enclosures

CC: Official file 10PRD

CEOcamb/al 12-16-59